
1984/1985

ANNUAL REPORT 1984/1985

Alberta
TRANSPORTATION





Office of the Minister

423 Legislature Building
Edmonton, Alberta, Canada
TSK 2B6
403/427-2066

The Honourable
W. Helen Hunley
Lieutenant-Governor
Province of Alberta

Madam:

I have the honour to submit to you the Annual Report of Alberta Transportation for the fiscal year ending March 31, 1985.

Marvin Moore

MARVIN M. MOORE
Minister of Transportation



Significant progress was made on the development of Alberta's transportation systems during the fiscal year ending March 31, 1985.

A new \$475 million three-year Urban Transportation Program was announced in the fall of 1984 for commencement April 1, 1985. The new program offers greater flexibility than the previous program, allowing a broader range of eligible projects as well as more responsibility for priority setting being given to the cities. The new Urban Transportation Program is comprised of four grant categories, the Basic Capital grant; the Major Continuous Corridors and Primary Highway Connectors grant; the Public Transit Operating grant; and the Primary Highway Maintenance grant.

During 1984/85 more than \$150 million was allocated to provide assistance to Alberta cities for capital and operating costs incurred in the development and operation of effective roadway and public transit systems. Under the Major Continuous Corridors grant \$20.6 million was provided to cities for the development of major corridor routes.

A new five-year, \$50 million Town and Village Streets Assistance Program was initiated April 1, 1985. During the year, \$9.5 million was provided to 47 towns and villages for capital construction projects such as street grading, gravelling, base course, paving, concrete sidewalks, curbs and gutters, storm sewers, bridges, traffic control devices and lighting.

During the 1984/85 fiscal year \$490 million was expended on the construction of provincial roadways.

On the primary highway system 90 kilometres of roadways were reconstructed to an improved highway standard. An additional 170 kilometres of pavement were added to our primary highway system and 90 kilometres of narrow pavement were widened.

The program initiated in 1981 to reconstruct the Trans-Canada Highway (Highway 1) and the Yellowhead Highway (Highway 16) to four-lane divided highways progressed well with the construction of 47 kilometres of four-lane roadway and 33 kilometres of two-lane roadway. Twinning of these highways will continue with high priority being placed on the sections with high traffic concerns.

The major Highway 40 construction project continued with the awarding of six major grading projects, resulting in the construction of approximately 50 kilometres of new highway. Highway 40, projected for completion of grade construction in 1986, will link the communities of Grande Cache and Grande Prairie.

Significant progress was made in restoring older highway pavements. Increased traffic volumes, heavier loading, an aging pavement system, and highly fluctuating seasonal temperatures have increased the severity of stress on the province's paved highways. In order to protect the existing investment and structural integrity of the pavement structures some 312 kilometres of paved highway were restored and strengthened at a cost of \$32.4 million under the Pavement Rehabilitation Program.

Secondary road network improvements continued to be a major priority with municipal and improvement district councils. Over \$86 million was expended on 2560 kilometres of roadway under the Secondary Roads Program.

Provincial and community airport construction and operation expenditures totalled \$10.8 million during the year. Major provincial airport projects were undertaken at Fort Chipewyan, Wabasca, Cooking Lake and Calling Lake. Other projects were mainly oriented to the placement of navigation and safety oriented equipment, such as the purchase of a microwave landing system for installation at the Lloydminster Airport.

During the year \$100.2 million was expended on the maintenance and operation of primary highways, improvement district roads, bridges, ferries, campsites and rest areas.

Due to the early end of the construction season a \$55 million Winter Works Program was initiated. This program provided work opportunities for the trucking and heavy construction industry on gravel crushing, hauling, stockpiling, right-of-way brush clearing, and other improvement projects.

Privatization, or the contracting out of services previously provided by departmental forces, was expanded upon during the year with the majority of highway right-of-way mowing and campground maintenance being accomplished by the private sector. As well, the plowing of many local roads within improvement districts was undertaken by local equipment. Also private sector sign manufacturers now provide the majority of standard signs for new roadway construction as well as replacement signs. During the year departmental vehicle maintenance and repair was contracted to the private sector. Major construction equipment from the department's base course and paving camps was disposed of and the work previously performed by these camps was contracted to the private sector. Also private engineering consultants were utilized for a number of pre-construction engineering, road and bridge design, materials testing and legal survey projects.

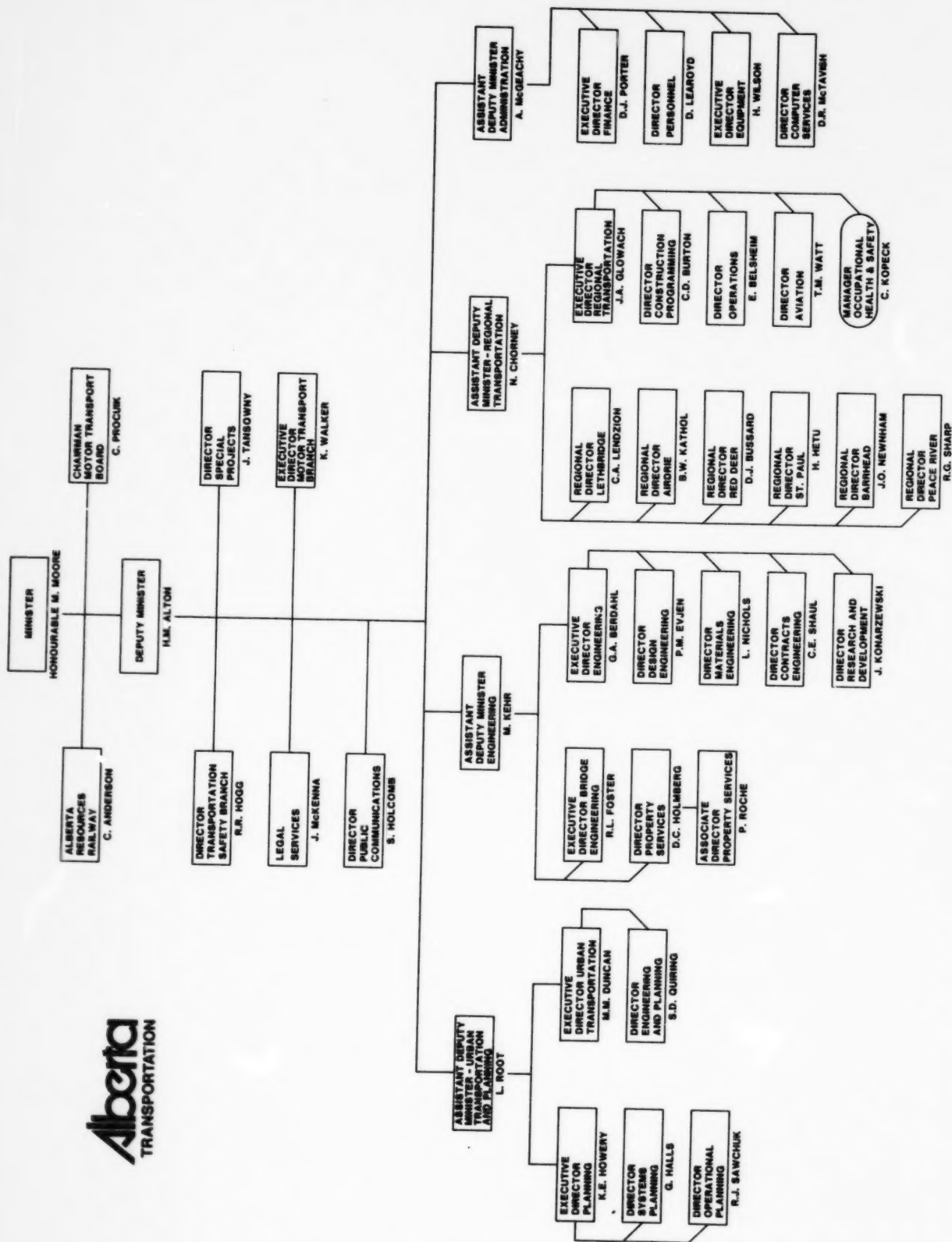


Major national initiatives begun by the provinces in 1983 to deregulate the trucking and busing industry in Canada continued. Within Alberta, the geographic restrictions to the operations of charter buses within the province were removed. As well, good progress was made in negotiations with our neighbouring provinces towards deregulation of extra-provincial trucking.

Within Alberta Transportation, manpower downsizing efforts continued with a further two per cent reduction in permanent positions.

A handwritten signature in dark ink, appearing to read 'H. Alton' or 'Harvey M. Alton', with a large, stylized initial 'H'.

HARVEY M. ALTON
Deputy Minister



MANAGING DIRECTOR, ALBERTA

RESOURCES RAILWAY - Responsible for revenues generated from railway usage. Makes annual assessment on required railway maintenance.

CHAIRMAN, MOTOR TRANSPORT BOARD - Responsible for managing the regulatory system governing intra and extra-provincial transportation within the framework of the Alberta and Federal Motor Transport Acts in the public interest.

DIRECTOR, TRANSPORTATION SAFETY BRANCH - Responsible for the development, administration and co-ordination of safety programs aimed at reducing the number of traffic collisions and fatalities in Alberta.

LEGAL SERVICES - Responsible for the provision of all required legal services to the department, through seconded Attorney General's Department employees.

DIRECTOR, PUBLIC COMMUNICATIONS - Responsible for providing public relations counsel and communications services sustaining departmental policies, programs and activities.

DIRECTOR, SPECIAL PROJECTS - Responsible for carrying out assigned special projects and special investigations and providing reports as required.

EXECUTIVE DIRECTOR, MOTOR TRANSPORT BRANCH - Responsible for the regulation and control of the weights and dimensions of public vehicles. Provides administrative support to the Motor Transport Board.

ASSISTANT DEPUTY MINISTER, URBAN TRANSPORTATION AND PLANNING - Responsible for development and implementation of the Urban Transportation Program as well as the long-range systems planning and functional design of provincial highways.

EXECUTIVE DIRECTOR, PLANNING - Responsible for co-ordinating the systems planning, location studies, functional planning and roadside development throughout the province.

DIRECTOR, SYSTEMS PLANNING - Monitors the development plans of government agencies and the private sector, forecasts transportation demand, examines alternatives and recommends a multi-modal transportation system which best serves the development objectives of the province.

DIRECTOR, OPERATIONAL PLANNING - Responsible for location studies and functional design for all new proposed highways in the province.

EXECUTIVE DIRECTOR, URBAN TRANSPORTATION - Develops policies to recognize the needs and opportunities of urban communities and administers the Urban Transportation Program.

DIRECTOR, ENGINEERING AND PLANNING - Recommends standards of construction for urban projects, implements and monitors grant allocations to urban areas.

ASSISTANT DEPUTY MINISTER, ENGINEERING - Responsible for the provision of engineering standards and specifications, design, contract policy and administration, land acquisition standards and conveyancing, applied research co-ordination, and technical support for Transportation's roadway, bridge, airport and ancillary programs.

EXECUTIVE DIRECTOR, BRIDGE ENGINEERING - Responsible for the standards, direction, and performance of the department's bridge engineering, and for planning and delivery of the major bridge construction and maintenance programs.

DIRECTOR, PROPERTY SERVICES - Responsible for monitoring and acceptance of right-of-way purchase agreements and payments, initiation of expropriation procedures, managing land inventory, co-ordinating municipal road closure legislated requirements, and providing legal survey services for departmental programs.

ASSOCIATE DIRECTOR, PROPERTY SERVICES - In association with the Director, responsible for acceptance and payment of right-of-way purchase agreements, initiation of expropriation, managing land inventory and co-ordinating municipal road closure bylaws and resolutions.

EXECUTIVE DIRECTOR, ENGINEERING - Responsible for providing co-ordinated engineering standards and services for all departmental programs in the areas of contracts, design, materials, and research and development.

DIRECTOR, DESIGN ENGINEERING - Responsible for the development, application and monitoring of geometric design standards and the provision of design engineering services supporting all primary highway, secondary road and airport construction programs.

DIRECTOR, MATERIALS ENGINEERING - Responsible for providing a wide range of engineering, technical and administrative materials-related policies, standards and services to all departmental construction and maintenance programs.

DIRECTOR, CONTRACTS ENGINEERING - Responsible for contract administration policy, contract tendering and final payment auditing, settlement of third party and contractors' construction claims, administration of field project reviews and contract related engineering support services.

DIRECTOR, RESEARCH AND DEVELOPMENT - Responsible for co-ordinating applied research relating to the construction, maintenance and safe operation of the provincial transportation system.

ASSISTANT DEPUTY MINISTER, REGIONAL TRANSPORTATION - Provides senior direction in all aspects of construction programming and operations; budget/program preparation, financial control, and information preparation. Responsible for operation and maintenance of provincial highway system, airports, campsites, ferries, and improvement district road networks. Provides input and direction for short and long range planning, and occupational health and safety.

REGIONAL DIRECTOR, LETHBRIDGE - Senior department representative in the region occupying the southernmost 150-250 kilometres of the province. Responsible for delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

REGIONAL DIRECTOR, AIRDRIE - Senior department representative in the region extending west to British Columbia and the national parks boundaries from Saskatchewan, and north and south between the Fifth and Ninth Baselines. Responsible for delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

REGIONAL DIRECTOR, RED DEER - Senior department representative in the region extending for 100-200 kilometres north and south across central Alberta. Responsible for delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

REGIONAL DIRECTOR, ST. PAUL - Senior department representative in the northeast quadrant of the province. Responsible for the delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

REGIONAL DIRECTOR, BARRHEAD - Senior department representative in the region west of Edmonton to the national park boundary, and north to Swan Hills and Calling Lake. Responsible for delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

REGIONAL DIRECTOR, PEACE RIVER - Senior department representative in the area north and west of Lesser Slave Lake. Responsible for the delivery of all Transportation programs. The prime contact with the public, municipal governments, private industry, and other government agencies in the region.

EXECUTIVE DIRECTOR, REGIONAL TRANSPORTATION - Supervises and directs the head office divisional staff to ensure efficient management of all departmental programs implemented in the six provincial regions. Conducts and directs information preparation on important division and department issues and policies.

DIRECTOR, CONSTRUCTION PROGRAMMING BRANCH - Directs the development, scheduling, preparation, and management of the department's annual capital construction programs, municipal grants programs, and related support services. Overall department responsibility for budget and financial control co-ordination.

DIRECTOR, OPERATIONS - Responsible for establishing maintenance standards, and preparation and control of maintenance budget. Ensures equitable distribution of maintenance funds to the regions. Provides guidance to regional staff on operational problems, policy direction and interpretation. Responsible for provincial skid resistance program, traffic safety installations, seeding programs, and oversees operation of campgrounds, rest areas and ferries.

DIRECTOR, AVIATION - Responsible for overall management of the Alberta Airport Development Program and establishment of maintenance standards for provincial airport facilities. Maintains liaison with other levels of government respecting aviation matters and provides aviation expertise for information requirements within and outside of the department.

MANAGER, OCCUPATIONAL HEALTH AND SAFETY - Responsible for development and management of the department's programs for occupational health and safety, employee safe use of vehicles and equipment, and safety on the worksite, such as construction zone safety.

ASSISTANT DEPUTY MINISTER, ADMINISTRATION - Responsible for the provision of support services to the other divisions in the department.

EXECUTIVE DIRECTOR, FINANCE AND ADMINISTRATIVE SERVICES - Provides the support services in finance, facilities, general administration and records management to the department.

DIRECTOR, PERSONNEL MANAGEMENT - Provides the personnel function to the department.

EXECUTIVE DIRECTOR, EQUIPMENT, SUPPLY AND SERVICES - Provides for the procurement and maintenance of the equipment fleet and materials supply for the department.

DIRECTOR, COMPUTER SERVICES - Provides for system development, operation and maintenance for the department.

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ADMINISTRATION DIVISION

Computer Services Branch

3

D.R. McTavish
Director

Equipment, Supply and Services Branch

5

H. Wilson
Executive Director

Finance and Administrative Services Branch

10

D.J. Porter
Executive Director

Personnel Management Branch

12

D.R. Learoyd
Director

Administration Division's function is to provide specialized services in support of the maintenance and construction activities of the Department of Transportation. This support is provided through the following branches: Computer Services, Equipment, Supply and Services, Finance and Administrative Services, and Personnel Management.

In addition, these branches are the primary contacts for the department in dealing with the central government agencies such as Personnel Administration Office, Treasury, Housing, and Public Works Supply and Services.

Through the dedication of our staff and the incorporation of technology, the level of services provided increased. Detailed reports of each branch follow and highlight both their respective level of activity and major accomplishments.

Computer Services Branch develops, maintains and supports computer programs and systems for the department. The branch is also the primary liaison between the department and Information Services Division, Alberta Public Works, Supply and Services (APWSS). This branch consists of three sections.

Systems Planning

Systems Planning is responsible for the development of long and short range departmental data processing plans and also for operating the data communications network and the interactive graphics system. The section also supplies data entry and remote job entry services.

Engineering Systems

Engineering Systems is responsible for the design, development and maintenance of computer based systems used by technical and engineering staff in the department.

Administrative Systems

Administrative Systems is responsible for the design, development and maintenance of computer based systems to support administrative functions within the department.

During the reporting period the branch worked on 150 projects and provided 35 000 hours of systems development effort. A further 22 000 hours was allocated to user support, training and education. Several of the more significant undertakings are described below.

Strategic Information Systems Plan

A Strategic Information Systems Plan was initiated to

- identify strategic management issues
- develop a strategic business plan
- construct a framework for ongoing strategic activities for the department.

Regional Network

Enhancement and upgrading of Alberta Transportation Regional Data Communications Network continued.

Decision Support Systems - Microcomputers

Twenty-five microcomputers were acquired by Systems Planning for the department. These microcomputers were distributed throughout regional and district offices to assist in the Truck Haul process.

Computer Resource Utilization Project

Development and testing continued on this project. Further analysis of departmental resource utilization data was carried out and Alberta Transportation continued to liaise with the Information Services Division of APWSS.

Transportation Interactive Graphics System (Phase I)

Three interactive graphics work stations were added to this system which now consists of 13 work stations, VAX 780, and two plotters.

This system is used to produce contract tender drawings for highway, interchange and bridge construction/maintenance projects; photogrammetric maps for highway location studies; highway construction progress maps; route plans; primary and secondary road inventory maps; municipal and forestry road inventory maps; progress charts for right-of-way acquisition; pit plans; and township diagrams (showing proposed and as built highway alignments).

To date the digital 1:1 000 000 map has been obtained from Alberta Bureau of Surveying and Mapping (ABSM) and installed for general use. Before December, 1985 fifty 1:250 000 scale digital maps were available. Users can superimpose their own digital map data on top of these maps without having to build the base maps. As well, by 1990 over three thousand 1:20 000 digital maps will be available from ABSM. In addition, when the Alberta Land Titles Automation (ALTA) project is complete digital land title maps and information will be available.

By March, 1986 a Phase II component will be added consisting of 10 graphics work stations. The users of the system are Design Engineering, Operational Planning, Bridge Engineering, Construction Programming and Materials Engineering Branches.

Soil Classification System

This system was constructed for Transportation Laboratory staff to automate the soil sampling classification process. Soil samples are taken from highway/bridge construction sites and gravel pits. The system logs the results of sample testings. The classification reports are used by Materials Engineering Branch and district offices.

Culvert Design System

Work on this system has commenced and the system will consist of the following subsystems:

- Hydrology
- Stage Discharge
- Hydraulics
- Geometric Design
- Structural Design.

The Stage Discharge subsystem has been implemented and work is commencing on the Structural Design subsystem. This system is used by regional bridge engineering staff.

Electronic Fieldbooks

This was a pilot project to determine the feasibility of using programmed hand-held data

collection devices for collecting survey and Benkleman Beam raw data with subsequent transmission of data to the Terrace Datacentre mainframe where the raw data is further processed by the Final Earthwork Quantities System and the Benkleman Beam System. Two electronic fieldbooks were tested and as a result 30 more devices will be acquired in the 1985/86 fiscal year.

Bridge Maintenance Management System

This system has been implemented to generate bridge inspection forms in order to facilitate comprehensive inspection of bridges and culverts in the province. It extracts information from the Bridge Information System and Steel Plan Index System and places the appropriate information on the forms. At present there are 25 different forms which can be generated by the system depending on the span type of the bridge or culvert.

Land Inventory System

This system collects and reports on inventory as it relates to parcel/sections of land owned by the department and leased to Albertans.

Contractor Production Information System

Is used by the Program Management Section of the Construction Programming Branch.

This system keeps track of information on projects, contractors and elements. It also provides the ability to monitor the number of contracts a contractor has, contractors performance and costs.

Project Scheduling System

Created for the Materials Engineering Branch to provide a facility for management to keep track of financial and project information. The system provides the following reports:

- Project Lists
- Contract Costs
- Contract Summary
- Contract List
- Project Target Dates
- Project Cost Estimates
- Contractor List.

Testing Equipment Inventory System

This system collects and reports inventory information on the Laboratory's inventory of equipment, economic quantity on hand and re-order notices.

Driver Training Information System

This system provides management information to the Transportation Safety Branch as it relates to regulating and monitoring the commercial driving schools.

Plan Index System

This system provides an automated indexing system for the Design Engineering Branch Plans.

Bridge Project Management System

The new system supports the planning, design, engineering, construction and maintenance of provincial highway bridges.

The Equipment Management System/Regional Transportation Financial Reporting and Control System - Module 1

Development effort created a billing module to support the billing requirements of Regional Transportation as it relates to the use of and charges associated with the use of equipment rented/leased from the Equipment, Supply and Services Branch.

This system also satisfies a number of Equipment, Supply and Services Branch requirements related to tracking of equipment, high level preventative maintenance requirements and the provision of revenue reports and the production of invoices.

The Equipment, Supply and Services Branch administers the department's Transportation Revolving Fund. In this role the branch acts as a centralized service and supply agency addressing requirements of the department's program branches.

Audited financial statements for the Transportation Revolving Fund for the year ended March 31, 1985 are shown on pages 6 to 9.

The branch's responsibilities are implemented through three operations divisions: Equipment Fleet Management, Repair Shops, and Stores. Reports on the activities of each of these follow.

Equipment Fleet Management

The Transportation Revolving Fund owns and operates a large fleet of mobile equipment employed by the program branches to discharge responsibilities in the construction and maintenance of roads, bridges and airports within the provincial transportation system. During the fiscal year the fleet was reduced and streamlined, to some extent, due to the privatization of the right-of-way mowing operation. Data on the equipment fleet is attached on Schedule A1.

The major thrust in the equipment management group during the year was in the development of the first module of an Equipment Management System to be commissioned in the new fiscal year. Continued efforts are underway to devise the means to effectively forecast future equipment requirements, perform timely and accurate fleet analysis and react quickly to the users requirements for equipment.

Shop Operations

The branch operates a network of 29 repair, maintenance and service facilities which:

- service, repair, overhaul and maintain the equipment fleet
- provide customer services to program departments and other users on a cost-recovery basis.

The two major facilities are located in Airdrie and Edmonton where operations include the manufacture of finished goods, fabrication of specialized requirements and the overhaul and reconditioning of components for inventories.

Throughout the year 53 300 signs were manufactured, an increase of 27 per cent over the 1984/85 year. In accordance with the departmental policy on privatization, 33 000 (62 per cent) of these signs were manufactured by the private sector. Staff reductions of two per cent were achieved in accordance with departmental downsizing policy. Shop operations is also responsible for the department's Apprentice Training Program which financed 130 apprentice positions again in 1984/85. The majority were in heavy-duty mechanic, welder, partsperson and machinist trades.

Stores Operations

Inventories maintained through the stores operation enable construction and maintenance functions to complete their programs throughout the year. This unit through its parts and material inventory, supports the fleet equipment repair and maintenance program as is instrumental in supplying materials for construction and maintenance purposes. Storage and maintenance of highway lighting equipment used by Transportation Safety Branch, airport runway lighting equipment used by Aviation Branch and several related safety items utilized throughout the Transportation Department are other responsibilities of the stores operation.

The computerized inventory control has resulted in maximum use of capital invested with the stored materials. A more accurate records system enables usage trends and requirements to be easily identified. Inventory levels have been substantially reduced from a high of \$26 million in the 1981/82 year to \$17 million in 1984/85. Standardizing of the reporting and commodity identification have maintained line items in inventory at 21 000 as opposed to the 25 000 in 1982/83.

EQUIPMENT FLEET STATISTICS

Schedule A1

	No. Units	Fuel Consumed Decalitres		Distance Kilometres	Time in Use	
		Gasoline	Diesel		Hours	Days
Trucks: 1-ton and under	1 510	952 264	16 541	39 434 518		
Over 1-ton	623	42 879	574 026	12 927 323		
	2 133	995 143	590 567	52 361 841		
Graders	226	637	435 209		244 272	
Caboooses	434					93 696
Other	2 702	27 203	149 068			
	5 495	1 022 963	1 174 844	52 361 841	244 272	93 696
Previous year's total	5 960	1 068 963	1 490 771	56 207 406	247 283	90 030
Percentage Change	(7.8)	(6.1)	(21.2)	(6.0)	(1.2)	(4.1)



Auditor's Report

To the Minister of Transportation

I have examined the balance sheet of the Transportation Revolving Fund as at March 31, 1985 and the statements of operations and surplus and changes in financial position for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as I considered necessary in the circumstances.

In my opinion, these financial statements present fairly the financial position of the Fund as at March 31, 1985 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

A handwritten signature in cursive script, likely belonging to the Auditor General.

F.C.A.
Auditor General

Edmonton, Alberta
July 19, 1985

BALANCE SHEET

As At March 31, 1985

STATEMENT A

	1985	1984
ASSETS		
Current:		
Accounts receivable	\$ 14 337 487	\$ 23 806 078
Inventories (Note 3)	22 518 322	15 373 290
Land inventory	3 459 245	4 142 883
	40 315 054	43 322 251
Fixed:		
Rental equipment, at cost	80 783 024	81 230 730
Less: Accumulated depreciation	48 312 073	44 031 122
	32 470 951	37 199 608
	\$ 72 786 005	\$ 80 521 859
LIABILITIES AND SURPLUS		
Current:		
Accounts payable and accrued liabilities	\$ 8 283 869	\$ 3 263 412
Provincial Treasurer's advance	56 609 325	69 843 621
Surplus	7 892 811	7 414 826
	\$ 72 786 005	\$ 80 521 859

The accompanying notes are part of these financial statements.

STATEMENT OF OPERATIONS AND SURPLUS

For The Year Ended March 31, 1985

STATEMENT B

	1985	1984
REVENUE		
Equipment rentals	\$ 32 782 317	\$ 40 171 365
Gain on disposal of equipment	444 111	672 470
Recoveries on sale of inventories (Schedule 1)	2 185 356	3 437 624
Shop labour services	897 770	915 267
	36 309 554	45 196 726
EXPENSES		
Maintenance and operating expenses (Schedule 2)	22 399 356	24 784 771
Depreciation	8 380 582	8 161 580
General expenses	2 102 721	1 969 308
Unapplied labour expenses	1 528 697	664 473
Administration	1 059 448	1 012 812
Unapplied inventory expenses	360 765	(1 062 317)
	35 831 569	35 530 627
Net Earnings For The Year	477 985	9 666 099
Surplus (Deficit) At Beginning of the Year	7 414 826	(2 251 273)
Surplus At End Of The Year	\$ 7 892 811	\$ 7 414 826

STATEMENT C

STATEMENT OF CHANGES IN FINANCIAL POSITION

For The Year Ended March 31, 1985

	1985	1984
Source of Cash		
Provided from operations:		
Net earnings for the year	\$ 477 985	\$ 9 666 099
Items not affecting cash:		
Depreciation	8 380 582	8 161 580
Gain on disposal of equipment, net	(444 111)	(672 470)
	8 414 456	17 155 209
Decrease in inventories	—	1 500 234
Decrease in accounts receivable	9 468 591	—
Proceeds from equipment disposals	1 014 159	1 171 102
Proceeds from land disposals	3 444 466	11 927 525
Increase in accounts payable	5 020 457	—
	\$ 27 362 129	\$ 31 754 070
Use of Cash		
Decrease in Provincial Treasurer's advance	\$ 13 234 296	\$ 14 264 617
Increase in accounts receivable	—	5 401 453
Increase in inventories	7 145 032	—
Additions to equipment	4 221 973	5 571 555
Purchases of land	2 760 828	5 030 299
Decrease in accounts payable	—	1 486 146
	\$27 362 129	\$ 31 754 070

NOTES TO THE FINANCIAL STATEMENTS

March 31, 1985

NOTE 1 AUTHORITY

The Transportation Revolving Fund operates under the authority of the Department of Transportation Act, Chapter D-30, Revised Statutes of Alberta 1980.

NOTE 2 SIGNIFICANT ACCOUNTING POLICIES**(a) BASIS OF ACCOUNTING**

The Transportation Revolving Fund records revenues and expenditures on the accrual basis.

The Revolving Fund is used to finance inventories of gravel and land to be used in government programmes by the Department of Transportation. All expenditures made by the Fund for gravel and land are recoverable from the department.

(b) INVENTORIES

Gravel inventory is valued at cost less billings to the department.

Land inventory is valued at cost less recoveries from third party rentals and billings to the department.

Other inventories are valued at cost. Portions of inventories of lumber and petroleum products are held by third parties.

(c) DEPRECIATION

Equipment is depreciated on a straight-line basis with the exception of three-quarter ton trucks which are depreciated on the basis of kilometres used. The approximate useful life of major equipment categories is as follows:

Light trucks	4 years
Heavy trucks	6 or 7 years
Graders, tractors, loaders, trailers, asphalt plants and cranes	8 or 10 years

NOTE 3 INVENTORIES

Inventories are summarized as follows:

	1985	1984
Parts and supplies	\$ 10 612 951	\$ 11 294 614
Gravel	8 846 832	1 039 684
Lumber	2 533 162	2 356 458
Petroleum products	370 960	359 677
Work in progress	154 417	322 857
	\$ 22 518 322	\$ 15 373 290

NOTE 4 ADMINISTRATION EXPENSES

Repair shops, warehouse facilities, head office accommodations, basic office equipment and furnishings and certain salaries and wages are provided by the Province of Alberta at no cost to the Fund, and accordingly are not reflected in these financial statements. Not all of the above costs can be readily estimated. Those costs which can be reasonably estimated are summarized below.

Administrative salaries	\$ 1 091 193
Apprenticeship labour	2 467 104
Computer services	197 266
Small tools	136 404
	\$ 3 891 967

NOTE 5 COMPARATIVE FIGURES

The 1984 figures have been restated where necessary to conform to 1985 presentation.

NOTE 6 APPROVAL OF FINANCIAL STATEMENTS

These financial statements were approved by management.

SCHEDULE 1

SCHEDULE OF RECOVERIES ON SALE OF INVENTORIES

For The Year Ended March 31, 1985

	1985			1984
	Sales	Cost of Sales	Net	Net
Parts and supplies	\$ 22 936 767	\$ 20 787 732	\$ 2 149 035	\$ 2 558 100
Gravel	4 570 992	4 557 543	13 449	252 911
Land	3 424 466	3 424 466	—	593 304
Lumber	780 462	757 590	22 872	33 309
	\$ 31 712 687	\$ 29 527 331	\$ 2 185 356	\$ 3 437 624

SCHEDULE 2

SCHEDULE OF EQUIPMENT MAINTENANCE AND OPERATING EXPENSES

For The Year Ended March 31, 1985

	1985	1984
Labour	\$ 7 865 757	\$ 8 478 104
Parts	7 243 581	7 548 913
Diesel fuel	2 894 732	3 278 396
Gasoline	2 620 994	2 651 243
Tires	1 065 972	1 192 308
Lubrication	624 235	614 014
Blades	2 242	1 363 995
Miscellaneous	898 827	811 226
	23 216 340	25 938 199
Internal equipment rentals	816 984	1 153 428
	\$ 22 399 356	\$ 24 784 771

Finance and Administrative Services Branch prescribes and implements financial and reporting control systems, financial policies and procedures directed at ensuring departmental consistency with the Financial Administration Act, 1977 and related Treasury Board directives.

The branch manages departmental accounting systems, financial planning activities, supervises facility services, accommodations and provides records management and related administrative services.

Highlights

In the area of Financial Systems and Methods, the first module of the Regional Transportation Financial Reporting and Control System (RTFRACS) has been implemented across the province. Development work on the second module has begun with implementation expected in fiscal 1986/87. Preliminary work has begun to prepare for the implementation of the new financial system which will replace the current Alberta Financial Information System (AFIS).

Accounting operations continued the streamlining and improvement of internal controls related to departmental accounts payable procedures. Invoice processing times remained constant at an average of 35 days. Approximately 201 000 payments (an increase of 5.7 per cent over the previous fiscal year) were processed in fiscal 1984/85. Revenue accounting provided for the design, implementation and training of administrative procedures related to the new Snow Plow Flag System.

In the area of financial planning and control, the branch co-ordinated the preparation, review and submission of the department's 1984/85 Estimates of Expenditures and provided financial planning advice for all departmental programs.

Administrative services maintained an automated file retrieval system for some 18 000 cubic feet of semi-active records and provided classification of active records. The work processing component of office automation continued with proven cost effectiveness while achieving a more decentralized framework.

BUDGETARY EXPENDITURE CLASSIFIED BY OBJECT

	In Thousand \$ for the Year Ended	
	March 31, 1985	March 31, 1984
MANPOWER		
Salaries (permanent positions)	\$ 37 699	\$ 37 347
Salaries (non-permanent positions)	4 856	5 296
Wages	69 830	69 695
Payments to contract employees	95	29
Employer contributions	8 584	8 456
Allowances and benefits	385	240
Total Manpower	\$ 121 449	\$ 121 063

	In Thousand \$ for the Year Ended	
	March 31, 1985	March 31, 1984
SUPPLIES AND SERVICES		
Travel expenses	6 772	6 894
Advertising	875	767
Insurance	152	169
Freight and postage	510	471
Contracts for construction	190 436	218 918
Rentals	125 069	118 120
Telephone and communications	2 437	2 512
Repairs and maintenance	2 738	1 716
Contract services	11 002	10 570
Data processing services	3 343	3 483
Hospitality	26	48
Other purchased services	5 958	7 628
Materials and supplies	119 315	133 189
Total Supplies and Services	\$ 468 633	\$ 504 485
GRANTS		
Grants to individuals	—	—
Grants to business	—	—
Grants to non-profit organizations	320	313
Grants to own funds and agencies	9 645	7 977
Grants to other gov't levels	189 770	197 428
Total Grants	\$ 199 735	\$ 205 718
FIXED ASSETS		
Purchase of real estate	7 906	15 840
Purchase of machinery/equipment	1 499	1 441
Purchase of data processing equipment	439	1 903
Purchase of audiovisual equipment	95	108
Purchase of reproduction equipment	5	10
Purchase of office equipment	106	105
Purchase of furniture	15	302
Purchase of vehicles	—	—
Purchase of other assets	18	9
Total Fixed Assets	\$ 10 083	\$ 19 718
OTHER		
Payments to members of the Legislative Assembly and Executive Council	40	41
Pension payments	(3)	—
Total Other	37	41
TOTAL DEPARTMENT	\$ 799 937	\$ 851 025

BUDGET ESTIMATES, TRANSFERS AND EXPENDITURES CLASSIFIED BY VOTE
General Revenue Fund

In Thousand \$					
	1984/85 Budget Estimates	1984/85 Transfers	1984/85 Total Authorized	Expenditures for the Year Ended	
				31 March '85	31 March '84
Vote 1 DEPARTMENTAL SUPPORT SERVICES					
Executive Services	\$ 1 441	\$ —	\$ 1 441	\$ 1 220	\$ 1 274
Administrative Services	12 995	—	12 995	12 959	13 712
	14 436	—	14 436	14 079	14 986
Vote 2 CONSTRUCTION AND MAINTENANCE OF HIGHWAYS					
Program Support	34 773	34	34 807	33 719	33 669
Improvement of primary highway systems	248 130	(21 034)	227 096	209 410	244 550
Improvement of rural/local highways	136 000	21 570	157 570	156 510	146 665
Financial assistance for rural/local highways	35 239	2 300	37 539	37 116	32 716
Maintenance of primary highway systems	72 230	—	72 230	68 615	66 086
Maintenance of rural/local highways	18 863	—	18 863	17 980	17 923
Apprenticeship training	3 393	—	3 393	2 755	2 973
Rural resource roads	38 130	—	38 130	37 682	47 116
Pavement rehabilitation	45 000	—	45 000	32 437	43 360
	631 758	2 870	634 628	596 224	635 038
Vote 3 CONSTRUCTION AND OPERATION OF RAIL SYSTEMS					
	9 645	—	9 645	9 645	7 977
Vote 4 CONSTRUCTION AND MAINTENANCE OF AIRPORT FACILITIES					
Construction of airports	9 485	—	9 485	8 623	8 644
Maintenance of airports	2 375	—	2 375	2 159	2 192
	11 860	—	11 860	10 782	10 836
Vote 5 SPECIALIZED TRANSPORTATION SERVICES					
Transportation Planning and Research	6 619	—	6 619	6 144	6 424
Highway system user services	10 806	—	10 806	9 942	10 086
	17 425	—	17 425	16 086	16 510
Vote 6 URBAN TRANSPORTATION FINANCIAL ASSISTANCE					
Program Support	825	—	825	662	669
Financial assistance (Capital)	137 000	—	137 000	133 575	144 758
Financial assistance (Operating)	19 300	—	19 300	18 884	20 251
	157 125	—	157 125	153 121	165 678
	\$ 842 249	\$ 2 870	\$ 845 119	\$ 799 937	\$ 851 025

REVENUE CLASSIFIED BY SOURCE

	1985	1984	Other Revenue	
Payments from Government of Canada			Refunds of expenditures	
Railway grade crossings	\$ (1 270)	\$ 4 434 110	Previous years' refunds	1 725 190
Other	232 070	175 856	Other	183 834
	230 800	4 609 966	Sales of assets	
			Land	4 932
			Other	13 281
			Miscellaneous	
			Rentals	590 489
			Other	271 900
				2 789 626
Fees, Permits & Licenses				3 249 107
Motor Transport Branch	5 553 035	5 527 439		
Airport revenue	168 252	178 556		
Other	68 157	49 870		
	5 789 444	5 755 865	Total Revenue	\$ 8 809 870
				\$ 13 614 938

The effectiveness of human resource management in any organization is often contingent on the flexibility of management and its ability to adapt to changing conditions.

The department continues to be influenced by changes in the provincial economy and national social issues that affect human resource management. As a result of these changes the Personnel Branch has experienced a shift in emphasis in the various program areas. Factors influencing the conduct of human resource management include:

- improved labour market with many well qualified candidates available for most job vacancies.
- decreased mobility by the departmental work force resulting in an increased incidence of employee labour relations problems.
- increased social awareness by employees as a result of the publicity accorded to Article 15 of the Constitution Act.
- lower unit costs for construction activity that have resulted in increased pressure on departmental staff to produce more with less resources combined with reduction of personnel allocations through downsizing.

Virtually all program areas have been affected by these and other environmental factors.

There has been a dramatic increase in the number of applicants for all types of employment. Three major special recruitment campaigns were conducted including: 199 positions filled under the Student's Temporary Employment Program (STEP), nine of whom were deaf students; 90 positions were filled in the Priority Employment Program (PEP) (this program is directed to reorienting persons to the workforce after a prolonged absence); and, positions for engineering undergraduates from the University of Alberta, Co-op Program (undergraduates spend a number of semesters engaged in practical engineering with the department, interspersed with their required academic studies).

Regular staffing functions included a total of 256 staffing actions of which 154 were appointment without competition.

The department abolished 22 positions during the period under review in the equipment operator and foreman categories. These abolishments were related to improvement district conversions to municipal districts and the large majority of employees affected were offered alternative employment.

A total of 930 non-management classification actions were administered under the delegated classification authority held by the department. Management level classification activities accounted for 32 submissions to the Personnel Administration Office. Seven Classification Appeals were filed and heard.

The Organization Development Section continued major training and development activities in the winter months. The following summary is indicative of activity undertaken.

	No. of Participants
Alberta Transportation (In-House courses)	2606
Operations Training Program	1500 (approx.)
PAO (OD Division Courses)	457
Outside Courses (Universities/private)	628
Public Works (Computer-Records Management)	340
Attendance total	5530

The section has played a leading role in the introduction of modern team building techniques in a number of departmental branches with positive effect.

The Operations Training Program warrants special attention. The program was designed and successfully implemented by the Organization Development Section of the Personnel Branch. The program is intended for all employees who operate equipment. To date, study units and slide presentations have been designed. Sixty-seven key resource persons have been trained throughout the province to implement the program and they in turn have trained 200 instructors. This training has now been given to approximately 1500 employees.

ENGINEERING DIVISION

Bridge Engineering Branch 15

R.L. Foster
Executive Director

Contracts Engineering Branch 17

C.E. Shaul
Director

Design Engineering Branch 20

P.M. Evjen
Director

Materials Engineering Branch 22

L.W. Nichols
Director

Property Services Branch 24

D.C. Holmberg
Director
P. Roche
Associate Director

Research and Development Branch 25

J. Konarzewski
Director

Engineering Division is responsible for:

- engineering standards and specifications
- geometric, structural and materials design
- contract administration
- technical support
- standards of right-of-way and land acquisition
- legal surveys and conveyancing
- applied research and development co-ordination
- departmental roadway, bridge, airport and ancillary programs.

Functions of the division are accomplished within six branches: Bridge Engineering, Contracts Engineering, Design Engineering, Materials Engineering, Property Services and Research and Development Branches.

Funding for departmental capital construction was again established at a high level for 1984/85. Although active and competitive bid pricing by the construction industry prevailed, the composite construction cost index increased by six percentage points over the previous year, indicating a recovery from the recessionary pricing trend of 1983.

The substantial capital program for the reporting year again placed significant demands on engineering division branches, where high performance levels were maintained despite the second annual reduction of two per cent in permanent staff numbers.

Division output was accomplished through more efficient management within the branches, through the increased usage of computer systems, and through the commissioning of private consultants for a number of pre-construction engineering, road and bridge design, materials testing and legal survey projects.

Continued support was provided to the bridge replacement component of the Irrigation Headworks and Main Irrigation System Program administered by Alberta Environment.

Individual reports of each of the branches follow.

Bridge Engineering Branch provides bridge design, bridge construction, structural engineering and river engineering for departmental programs. Its services consist of preliminary engineering, detailed design, material acquisition, contract preparation, construction and liaison with regional bridge staff on all bridge-related matters. These functions of the branch are accomplished within five sections: Bridge Planning, Bridge Design, Bridge Materials, Bridge Construction, and Bridge Services.

Services were supplied in four major areas: primary highway bridge construction, secondary and local road bridge construction, primary highway bridge maintenance and secondary and local road bridge maintenance.

In the primary highways bridge construction area, bridge structures were designed and built to accommodate expansion and upgrading of the province's primary highway system. These structures varied from 1500 millimetre diameter culverts to crossings of major rivers, such as the Cutbank River on Highway 40 south of Grande Prairie. Highway grade separations accounted for a major part of the budget expenditure.

Design, construction and major reconstruction of bridges on local and secondary roads, which also varied from culverts to major bridges, were provided.

Maintenance activities were provided for primary highway, secondary and local road bridges. Bridges were inspected, maintenance work planned and appropriate work performed. The program of restoring salt-damaged bridge decks by means of concrete overlays was continued. In two instances trial installations of a system of cathodic protection were built into the restored deck. This is expected to substantially reduce salt-induced corrosion of the reinforcing steel. New, improved sealing materials were introduced for application to the surface of exposed concrete.

In addition to the major work performed in these areas which is the direct responsibility of the Bridge Engineering Branch, engineering services were provided for programs administered by other branches and departments. The branch was responsible for new bridge structures required by the rehabilitation of the main irrigation canal systems in southern Alberta funded by the Alberta Heritage Savings Trust Fund. During the reporting year 18 bridges were completed under this program.

Branch staff also provided bridge engineering input into the administration of the department's Urban Transportation Program.

Major Bridge Construction Projects

ST. MARY IRRIGATION CANAL, north of Cardston: Reconstruction and widening of Highway

2 north of Cardston included construction of a new, wider bridge over the St. Mary Irrigation Canal.

GRADE SEPARATION, south of Carstairs: Construction was begun on an overpass for the interchange connecting Acme Road to Highway 2. The interchange will replace an at-grade intersection and remove potential conflicts between vehicles at the intersection.

GRADE SEPARATION and CPR UNDERPASS, at Blackfalds: Construction commenced for an interchange complex to carry vehicles on SR 597 over Highway 2 and under the CPR tracks. The interchange will improve the access to Blackfalds and provide a new connection between Highways 2 and 2A.

GRADE SEPARATION, north of St. Albert: Construction of a structure commenced on a grade separated interchange connecting Highway 37 to Highway 2. The work was carried out in conjunction with twinning and improvements to Highway 2.

MASKUTA CREEK, west of Hinton: Twinning of the Yellowhead Highway included a new bridge to carry westbound traffic across Maskuta Creek. The existing bridge will remain in service to carry eastbound traffic.

NORTH SASKATCHEWAN RIVER, north of Lloydminster: Construction was begun on a new bridge to replace the Meridian Ferry and is located on a new improved alignment of Highway 17. This bridge, scheduled to be completed in 1986, is being engineered and constructed by the Province of Saskatchewan, with costs of construction equally shared between Alberta and Saskatchewan.

PEKISKO and STIMSON CREEKS, south of Longview: New bridges were constructed across Pekisko and Stimson Creeks in conjunction with reconstruction and improvements to Highway 22. In addition to carrying recreational vehicles these bridges will accommodate heavy industrial loads.

CUTBANK RIVER, south of Grande Prairie: Construction of a new bridge commenced in conjunction with construction of Highway 40 from Grande Prairie to Grande Cache. The bridge is designed to carry extra heavy industrial loads and will replace a temporary Bailey bridge.

JACKFISH RIVER, north of Conklin: Construction of SR 881 between Conklin and Chard included a new bridge across Jackfish River. The bridge and road will provide all weather access between these communities for the first time.

PRAIRIE CREEK, south of Rocky Mountain House: Construction of a new bridge was begun to replace a substandard single steel truss carrying a main local road over Prairie Creek. The new bridge will improve safety and allow heavy loads and wide farm machinery to use this crossing.

BATTLE RIVER, south of Rosalind: Construction commenced to replace a single lane steel truss bridge on a local road with a new structure having an open deck. The new bridge will accommodate industrial loads and wide machinery which previously detoured to an adjacent bridge 10 kilometres away.

MODESTE CREEK, west of Lindale: A new bridge was constructed to replace a substandard steel truss carrying a local road over Modeste Creek. Existing concrete piers support a wider open deck which accommodates farm machinery and heavy industrial traffic.

OTHER BRIDGE CONSTRUCTION PROJECTS

On Primary Highways (River Bridges)

HWY NO.	PROJECT AND BRIDGE TYPE	FILE
1	Ross Creek	71344
1	Bantry Canal	73825 *
12	Blindman River (steel girders)	79325 *
23	LNID Canal Site 55 (concrete arch culvert)	73595 *
34	Goose Creek	74307 *
36	Amisk River (reconstruct end spans)	75305 **
41	North Saskatchewan River (steel girders)	73810 ***
49	Spirit River (widening)	70002 *
51	Blindman River (steel girders)	181 **
92	Beaver River (widening)	71316 *
SR940	North Saskatchewan River (strengthen truss)	74342 *
SR940	Big Mountain Creek (concrete arch culvert)	79474 *
SR940	Bald Mountain Creek (concrete arch culvert)	79475 *

Grade Separations

16/16X	Lake Eden Grade Separation (post-tensioned concrete box girders)	77750 *
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On Secondary and Local Roads

SR541	Sullivan Creek	9345 *
SR840	Rosebud River (steel girders)	7806 **
SR866	Beaver River	74546 ***
SR881	Jackfish River	78331 **
SR884	Blood Indian Creek (sectional plate corrugated steel pipe)	79498 ***
local	Pekisko Creek	1126 **
local	Little Bow River (concrete arch culvert)	1141 **
local	Prairie Creek	6845 **
local	Elbow River	7425 *
local	Battle River (widening)	9575 *
local	Wentzel River (steel girders)	76302 *
local	Baptiste River	78227 *
local	LNID Canal (Site 51)	78692
local	LNID Canal (Site 53)	78798 **
local	LNID Canal (Site 54)	78799 **
local	LNID Canal (Site 50)	79569
local	LNID Canal (Site 52)	79570

local	BRID Canal, Vauxhall (concrete sectional plate corrugated steel pipe)	79976 **
local	WID Canal, Strathmore (concrete sectional plate corrugated steel pipe)	80575 **

Grade Separations

SR881	CPR Overpass, Hardisty (steel girders)	79436 *
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Bridges over S.M.R.I.D. Main Canal, for Alberta Environment

local 13 Standard bridges

Note: Unless otherwise indicated, bridges are prestressed concrete girder type construction.

* Completed in 1984/85 but were started in a prior year.

** Commenced in 1984/85 but carried over into following year.

*** Commenced in 1983/84 and carried over into following year.

Construction & Reconstruction of Standard Type Bridges

TYPE	PRIMARY HWYS.	DISTRICT ROADS	TOTAL
Standard	10	77	87
Culvert	98	224	322
	108	301	409

Bridge Repairs

TYPE	PRIMARY HWYS.	DISTRICT ROADS	TOTAL
Standard	42	10	52
Culvert	17	147	164
Major	139	128	267
	198	285	483

Contracts Engineering Branch is responsible for:

- development and upgrading of contract specifications
- preparation, tendering and administration of contracts for the construction of primary highways, secondary roads, roads to provincial parks, approach roads, airports and miscellaneous projects
- assessment of contractor's claims and recommendations on the resolution of claims
- development of the schedule of rental rates for construction equipment
- co-ordination of environmental and archaeological management activities
- administration of construction material supply and procurement
- conducting an in-service survey school
- conducting engineering and final details audits
- engineering consultant selection and agreements.

The branch consists of four sections: Contracts Administration, Construction Claims and Standards, Environmental Management and Materials Purchasing and Administration.

Following are the highlights of the work accomplished by the branch during this reporting period, and a summary of materials used.

Contracts Administration

Contracts Administration Section prepared and advertised 261 construction contracts during 1984/85. These included 170 contracts for grading, base and/or paving construction, 59 for gravel crushing, 22 for traffic signals, lighting and painting, and 10 miscellaneous contracts. The total value of these contracts, excluding materials and engineering, was approximately \$228 million.

In addition to the contracts noted above, the branch was involved in the administration of 27 contracts arising from invitational tender put out by the districts.

Progress was made in updating construction contract specifications, on an ongoing basis.

Contract administration procedures included checking all tenders, processing three contract extensions with a value of \$114 000, processing 127 letters of credit valued at \$13.4 million, processing 64 subcontract approvals, processing 43 contract unit price approvals and making 29 applications to Alberta Treasury to increase contract commitments by a total of \$3.8 million.

Final details and payment estimates prepared by district staff were audited for all contracts to ensure that contract payments were according to the contract and department policy. Contractual final clearances and bonds were obtained and releases of holdback and letters of credit authorized. Third party claims under the Public Works Act and contract terms were handled.

Construction records were maintained, and unit price and costs indexes were calculated. Reports were prepared on construction and other details of the highway system.

Construction Claims and Standards

Construction Claims and Standards Section, in conjunction with other branches and regional staff, developed 37 agreements with engineering and architectural consultants for engineering studies, surveys, designs and contract supervision of roadway projects and architectural services for the vehicle inspection stations and rest area construction.

Work completed under the Primary Highway Lighting Program included the installation of lighting systems at 29 new sites. Major projects included the interchange of Highways 2 and 22X south of Calgary, the interchange of Highways 3 and 23, east of Monarch, and the interchange of Highway 2 and the Approach Road to Edmonton International Airport. See the table on pages 18 and 19 for listing of primary highway lighting projects.

Continued emphasis was placed on the illumination of primary highway junctions at approach roads to towns and villages, with 12 new installations in this category completed.

The program to modernize, convert, or upgrade existing lighting systems to current design standards involved the replacement of 53 wooden poles with steel poles and conversion of 394 older mercury vapour luminaires to the more efficient and economical sodium vapour luminaires at 11 locations.

Highway construction activities required lighting at two detour locations to assist nighttime motorists and modifications to three existing systems.

The department's annual Schedule of Rental Rates for Construction Equipment was updated to include newer equipment models and minor revisions. The basic rates remained unchanged except for minor modifications in the crawler tractor and hydraulic excavator models.

The department's twenty-sixth in-service Survey School was conducted during the month of March 1985. Forty participants were selected from regional staff who had attended and successfully completed regional survey seminars. Thirty-four of the candidates were successful in attaining completion certificates. The class average was 79 per cent.

An internal engineering project review program was initiated whereby a team, including experienced staff from other branches and districts, reviews various projects throughout the province to ensure engineering excellence through uniformity of contract interpretation and project management, adequacy and compliance with design standards. Three projects were reviewed during this first year.

The section also dealt with a wide variety of contractor claims which arose from the large number of roadway and airport construction contracts. Following a thorough review and analysis the majority of these claims were resolved with contractor representatives without proceeding to litigation.

Environmental Management

Liaison with other Alberta Government departments continued during the year with several major concerns being resolved. Environmental monitoring of projects under construction and subsequent to construction was carried out and appropriate mitigation measures identified and applied by the appropriate district staff.

Designs of grading projects were examined and special provisions inserted into the contract to reduce potential problems. Concerns which were voiced by government agencies during location study referrals were checked and, where necessary, remedial measures included in the design.

Archaeological Survey of Alberta reviewed all proposed grading projects and carried out mitigation work on several. The numbers this period were somewhat less than in previous years. All newly identified gravel pits were referred.

Grading related work was incorporated into a few selected projects to enhance wildlife habitat in co-operation with Fish and Wildlife and Water Resources personnel.

Material Purchasing and Administration

A total of 838 purchase orders for highway construction materials were placed to the approximate value of \$126 million.

Liaison with the Purchasing Branch, highway contractors, district transportation engineers, project managers and suppliers continued, resulting in little or no delay or project shutdown.

An additional \$3.9 million of drainage and fencing material was detailed to highway construction projects from Alberta Transportation's central service facilities at Edmonton and Airdrie.

Accounts payable functions were carried out for seven highway construction camps as well as Contracts, Materials and Design Engineering Branches.

Bonding, insurance policies and final signatures were obtained on 261 construction contracts.

Summary of Materials

Between April 1, 1984 and March 31, 1985 the following materials were used in contract construction work on provincial primary highways, secondary roads, airports, approach roads, and provincial park roads:

First course gravel surfacing	243 808 m ³
Subgrade backfill material	405 044 m ³
Granular base course and asphalt stabilized base course	4 309 968 t
Cement stabilized base course (sand)	445 598 t
Asphalt concrete pavement gravel	2 682 348 t
Skid resistant surface gravel	21 525 m ³
Granular supply for culverts	90 904 m ³
Gravel for haul roads	25 924 t
Recycled asphalt pavement	180 840 t
Total asphalt used	186 504 t
Total cement used	31 344 t

These volumes of gravel and sand were removed from pits:

Gravel to road	5 468 973 m ³
Gravel to stockpile	5 538 010 m ³
Sand to road	305 891 m ³

PRIMARY HIGHWAY LIGHTING PROJECTS

Highways Through Towns and Villages

Alberta Transportation Systems

HWY.	THROUGH	NUMBER OF LUMINAIRES	
3	Crownest Pass, M.D.	7	Blairmore access realignment
60	N. Sask. Bridge, Devon	2	

Municipal Systems Cost-Shared

2	Athabasca	12	University access
2	Athabasca	11	Retrofit from mercury vapour to high pressure sodium
2	Slave Lake	5	Ring road access
3	Crownest Pass, M.D.	20	Transferred from Alberta Transportation System
21	Fort Saskatchewan	16	Four-lane construction
22	Cochrane	6	Subdivision access
55	Athabasca	6	Hospital access
67	Slave Lake	15	Three accesses

Approach Roads to Towns and Villages

HWY.	ACCESS TO	NUMBER OF LUMINAIRES	
9	Drumheller Penitentiary	12	Upgraded system
14	Tofield	11	Two accesses on highway realignment
16	Stony Plain	5	New at-grade intersection east of interchange
21	Trochu	8	Upgraded system
21	Bashaw	10	Two accesses on new highway alignment
22	Drayton Valley	6	South access
39	Warburg	7	
39	Thoraby	10	New intersection
43	Cherhill	8	
45	Myrnam	6	
49	Falher	4	
49	Donnelly	4	
63	Boyle	6	

At-Grade Intersections

JUNCTION	LOCATION	NUMBER OF LUMINAIRES	
1 & 1A	E. of Canmore	4	
2 & 1B	W. of Clyde	30	Upgraded system
2 & 67	E. of Slave Lake	6	
2 & 49	Rycroft	1	Highway construction
2 & 34	N. of Grande Prairie	2	Four-lane construction
14 & 41	E. of Wainwright	8	
16X & R/A	S. of Lake Eden	6	New highway
16X & SR 779	N. of Stony Plain	12	New highway
28A & 37	N. of Edmonton	6	
37 & 43	W. of Onoway	6	
37 & SR 794	N. of Villeneuve	6	
43 & SR 633	E. of Alberta Beach	7	

Interchanges

HWY.	LOCATION	NUMBER OF LUMINAIRES	
2	Hwys. 2 & 22X, S. of Calgary	128	New interchange
2	Acme Interchange detour	6	
2	Hwys. 2 & 2A, S. of Red Deer	118	Retrofit from mercury vapour to high pressure sodium
2	International Airport, S. of Edmonton	102	
2	Volmer Interchange Detour	4	
3	Monarch Interchange	84	New interchange
14	Sherwood Park Freeway	171	Retrofit from mercury vapour to high pressure sodium

Vehicle Inspection Stations

HWY.	V.I.S.	SITE LIGHTING LUMINAIRES	ADJACENT HIGHWAY LUMINAIRES	
2	Leduc	14	—	Upgraded system
4	Coutts	9	16	Upgraded system
34	Grande Prairie	—	17	Four-lane undivided highway construction

Highways Through Indian Reserves

HWY.	INDIAN RESERVE	NUMBER OF LUMINAIRES	
SR 642	Alexander I.R.	8	Two-lane construction

Design Engineering Branch is responsible for providing the following services for all primary highway, secondary road, airport and ancillary road construction program projects:

- preparation of information for preliminary surveys and right-of-way requests
- development and monitoring of geometric design and drafting standards
- provision of detailed geometric design and drafting services
- grading program recommendations
- provision of computerized earthwork design quantities and preparation of contract design packages
- co-ordination of utility relocations, and development of detailed project construction schedules for contract provisions
- co-ordination and design of traffic signing for highway intersections
- administration of primary highway designations
- co-ordination and management of computerized design and earthwork final quantity processing systems including co-ordination and management of computer database storage and retrieval files for departmental graphics, survey and roadway design data
- training of design, drafting and field personnel in computerized and earthwork applications.

Highlights of the work accomplished during the reporting period follow.

Roadway Design

The Roadway Design Section is responsible for developing and maintaining geometric design standards, preparing right-of-way and preliminary survey requests, co-ordinating the ordering and delivery of construction materials, and performing or co-ordinating the detailed geometric design of all grading projects.

During the 1984/85 fiscal year, detailed preliminary survey instructions for 73 projects, totalling over 800 kilometres, were provided to Regional Transportation district engineers. These projects included multilane freeways and expressways, with their associated loops, ramps and service roads as well as rural, arterial, collector and local roads.

During this period, a total of 895 kilometres of cross-section data notes were reduced by computer and then plotted by the Calcomp Plotter to a reduced scale convenient for design purposes and field use.

Roadway Design Section designed 60 projects, co-ordinated and checked the design of 14 projects commissioned to engineering consultants, and provided varying degrees of assistance on three projects designed by field staff. In summary, detailed designs for 77 projects totalling over 850 kilometres, the majority of which were primary and secondary highways, were completed during the 1984/85 fiscal year.

Design Support

Design Support Section establishes drafting standards, provides both computer graphics and conventional drafting services in support of the departmental construction program, co-ordinates and manages computerized methods for design and processing of final details and co-ordinates training for computerized design, drafting and final earthwork applications.

During this reporting period, more than 3100 detailed engineering plans were completed in support of the departmental highway contract tendering and construction program. Approximately 1100 of these were generated and plotted using interactive graphics techniques as computerized methods were implemented into drafting operations.

Phase I implementation of the Transportation Interactive Graphics System provided Design Support Section with four Intergraph dual screen work stations connected to the department's VAX 11/780 computer system. Interactive Graphics work stations were kept in operation for extended daily hours to make more effective use of these facilities and to accelerate staff training.

Considerable effort was expended in establishing uniform drafting standards and file naming conventions in co-operation with other branches to ensure inter-branch compatibility. This eliminated some work duplication within departmental branches and improved exchange of information between branches that use this system.

The Final Earthwork Quantity Computer System saw a 23 per cent increase in usage for calculating of final quantities on new highway grading projects. This system generated final quantity information on 85 grading projects totalling 664 kilometres of new highway construction and for seven airport projects as well.

Development work and initial field evaluation testing of "Electronic Fieldbook" data collectors for more efficient survey data entry and transmission to the Edmonton Central IBM computer system was satisfactorily completed during this reporting period.

Forty field staff were trained to use on-line superterm time sharing (TSO) capabilities, and the Menu System in conjunction with the Final Earthwork Quantity and Overhaul Computer Systems. Training was also provided for 20 district engineering staff in use of the computer system for design of forestry, local and improvement roads, through the use of remote district Mohawk terminal facilities. Training and assistance was also provided in two new program updates to approximately 40 Design Engineering Branch users of the ICES COGO/ROADS system. Intensive training and ongoing assistance was also provided to 27 drafting technologists in computer graphics techniques for engineering plan preparation.

Pre-Contract Scheduling and Utilities Co-ordination

Pre-Contract Scheduling and Utilities Co-ordination Section arranges and co-ordinates clearances over utilities rights-of-way, and resolves other conflicts to facilitate construction of roadways. These activities are also undertaken to a partial degree for the construction of airfields and bridges.

During the reporting period, protection or relocation was arranged and co-ordinated for 442 pipelines, 293 kilometres of power lines and 487 kilometres of telephone cables.

This section also developed detailed project construction schedules for contract provisions to ensure orderly construction progress, and co-ordinated the planning, design, construction and maintenance of the Vehicle Inspection Station Program.

Special Projects Design

Special Projects Design Section is responsible for highway interchange signage design, primary highway designation, community/provincial airport design and the Provincial Airport Terminal Buildings Program.

Airport design responsibilities include conceptual planning, site evaluation, detailed engineering, lighting/visual approach guidance systems (VASIS) design and design co-ordination of navigational aids at the community/provincial airports. This section also initiates and monitors preliminary surveys and issues requests for construction materials and contract preparation for airports.

During the reporting period, Special Projects Design Section developed 16 airport conceptual plans. Detailed engineering designs were completed on eight new airports with design enhancement/upgrading completed on 11 airports.

On five facilities, runway lighting design was completed and four visual approach guidance systems (VASIS) were designed. This section provided contract tender quantities and any special provisions in liaison with other branches.

Construction of the air terminal building at Peace River was completed, and the terminal building at Wetaskiwin Municipal Airport was 95 per cent completed during this reporting period.

A preliminary planning and feasibility report was prepared for the major extension to the existing High Level Air Terminal Building.

Materials Engineering Branch is responsible for:

- aggregate supply and management
- structural design of base-pavements
- departmental laboratory testing and mix design services
- testing and quality control standards and procedures for roadway and airport construction
- pavement inventory, performance monitoring, design standards and surfacing program recommendations
- geotechnical engineering services and standards in support of all departmental programs
- specialized engineering services in materials-related matters.

Administration

The basic organization of Materials Engineering Branch is unchanged from 1983/84. Continuing high program levels and engineering services of the past years were maintained with reduced budgets and manpower. This was accomplished through improved employee efforts, utilization of consultants during peak workload periods and improved utilization of manpower.

Computer systems continued to be developed, implemented and enhanced to assist in the engineering decision making process.

Aggregate Services

Aggregate Services Section is responsible for managing the aggregate supplies required for the department's construction and maintenance programs. This includes the location, testing, acquisition, assessment and allocation of aggregate; the provision of aggregate-related specifications and recommendations and standards on aggregate source reclamation.

During the year, 11 aggregate prospecting crews, one consultant, and three district materials technologists located approximately 33.3 million cubic metres of gravel and 2.8 million cubic metres of sand.

A detailed quality assessment of aggregate sources was provided for 160 projects to determine the best possible blend of local aggregates appropriate to extend life of pavements while reducing annual capital and maintenance costs.

Additional responsibilities included initiation of the winter stockpiling program, and maintenance of standards and specifications covering pit operations and reclamation.

Geotechnical Services

Geotechnical Services Section is responsible for providing geotechnical investigation, analysis and design services and standards for the planning, design, construction and maintenance of roadways, airports and bridges.

During the past year, six crews investigated 36 bridge culvert sites, 199 preliminary roadway and airport soil survey sites, requiring 16 100 metres of drilling. Consultants were retained for several geotechnical projects.

Slope stability remedial measures, foundation stabilization, environmental control projects, and muskeg failures were the main areas of special investigations. Sawdust fill embankment and a gabion retaining wall were among the materials evaluated.

Surfacing

Surfacing Section establishes design standards and procedures and provides designs for the department's primary highway, secondary roads and airport surfacing programs. Through pavement condition monitoring and inventory, recommendations are made for the programming of pavement rehabilitation and seal coat projects.

The section also prepares specifications for surfacing materials and construction; initiates orders for asphalt, cement and other stabilizing agents; and provides technical and professional assistance and advice with respect to surfacing matters.

The pavement evaluation unit continued to provide strength, smoothness and condition information for design and programming of roadway and airport construction.

A new programmable high speed roadmeter with a computerized data entry device was acquired to provide efficient and accurate measurements of pavement smoothness.

During the year, seven Benkleman Beam crews conducted 90 343 tests on 5017 kilometres of roadway. One Dynaflect crew performed 13 078 tests on 757 kilometres of roadway and seven airports. Three high speed roadmeter crews measured smoothness on 17 303 lane-kilometres of roadway and runway and rated the condition of 1716 kilometres of roadway. Skid resistance testing was performed on 5753 lane-kilometres of paved roadways, and about 2000 metres of bridge deck.

Approximately 150 metres of coring on 32 projects and 1247 metres of drilling and sampling were performed on 24 projects.

The number of frost probes, used for seasonal road ban protection of the highway system was increased to 55 locations. This unit also prepared pavement structural designs for 283 projects.

The quality control unit analyzed, interpreted and computer-stored quality control data from 45 base and paving construction projects. Personnel from the unit also authored an evaluation of data and quality control report on surfacing construction in 1984.

The materials design unit developed 393 quantity/cost estimates in preparing 223 roadway design packages, which consisted of: 38 crushing, 12 crushing for seal coat, six crushing for subsequent base construction, 37 granular base course, seven cement treated base course, 27 combined base course and paving, 45 paving and seven reclaim/recycle paving projects. The unit also prepared estimates for 29 seal coat chip washing and 45 seal coat application projects, extending over 1755 lane-kilometres.

Testing Services

Testing Services Section, through the Transportation Laboratory, provides services and standards in materials and quality control testing, mix design, materials inspector training and certification, test equipment supply, and evaluation of new materials and processes.

The Transportation Laboratory performed more than 142 000 tests on approximately 23 000 samples of soil, aggregate, asphalt, cement, paint and other materials. One hundred and seventy-six mix designs and investigations were performed on asphalt concrete pavement and soil cement materials.

Consultants performed 6603 tests on 1571 samples of soil, aggregate and concrete during peak testing periods. An automated data acquisition system was implemented in the triaxial room and extensive geogrid pull out tests were performed during this reporting period.

Eighteen materials training courses, involving 100 course days were presented to 302 technologists and project managers involving 1717 days of training. Projects were supplied with 518 kits of testing equipment.

The field services unit visited 126 construction projects to monitor and assist with plant calibrations, testing procedures, quality control and testing problems. New test methods were implemented for determining moisture content of cut-back asphalt mixes, filterless centrifuge extractions and trichloroethane recovery. Investigations continued into materials and projects such as sulphur extended asphalt, rubber asphalt, conventional and emulsified asphalt seal coat compaction, segregation, recycled asphalt concrete, asphalt viscosity test methods and profilograph testing. Specifications for the supply of calcium chloride and lignosulphonate were developed, monitoring of plant emissions of recycling projects was initiated, a study of non-cracking asphalt pavement commenced, and a trial for pavement reinforcing material was designed.

The section continued participation in the American Association of State Highway and Transportation Officials (AASHTO) materials reference testing program, the Canadian Asphalt and Mix Design Exchange Program and the Alberta Ready Mix Concrete (ARMCA) Program. A testing exchange of MC 250 asphalt products was also initiated with local suppliers.

Property Services Branch is responsible for:

- establishing provincial standards for right-of-way negotiation and purchase
- monitoring and accepting agreements negotiated by regional property agents
- reviewing and clearing encumbrances prior to payment for right-of-way
- initiating expropriation proceedings under The Expropriation Act when necessary
- legally surveying and registering land acquired for transportation facilities
- processing bylaws and applications for road closure or cancellation of roads under the jurisdiction of the Minister of Transportation, pursuant to Public Highways Development Act and the Municipa' Government Act
- managing documentation related to payments in lieu of municipal taxes and to departmental ownership of property.

Highlights of the work accomplished during the reporting period follow for each of the three functional sections of the branch.

Appraisal and Negotiation

In co-operation with the regional property managers and agents, this section assisted negotiations, monitored land values throughout the province and determined acceptability of preliminary agreements for payment. A total of 1640 agreements were accepted and processed.

During the year nine expropriations were commenced and 17 agreements signed under Section 30 of the Expropriation Act. Forty-four independent appraisals were carried out for the department by qualified private appraisers.

Expropriations carried over from previous years	Full	58
New expropriations	Section 30	34
	Full	9
	Section 30	17
Expropriations settled or terminated	Full	41
	Section 30	22

Compensation

Compensation payments for land purchased during the reporting year were processed in the following amounts:

Primary highways and secondary roads	\$ 5 386 148
District Roads	756 252
Stock Advance Fund - Purchases	2 487 120
Airports	129 540
Land Purchase Fund - Purchases	502 393
	\$ 9 261 453

Approximately 25 000 title searches were made in Land Titles Office, Edmonton and 8300 in Calgary. The searches were made to determine land ownership; to assist with highway planning; to facilitate negotiations or to examine encumbrances related to payment of compensation.

Legal Surveys and Conveyancing

During the reporting period, 365 legal surveys were completed for land required for transportation facilities. Of these, 255 were commissioned to private survey firms involving 62 different surveyors, and 110 were carried out by staff land surveyors. Nine hundred and three new road plans were registered at the Land Titles Office.

A summary of activities follows:

Legal Surveys	
Surveys completed	365
Conveyancing	
Titles received	65
Notifications to Registrar cancelling roads	450
Letters of Abandonment	71
Municipal Road Closure Bylaws	181

Research and Development Branch primarily focuses on practical and applied research aimed directly at improving development, maintenance and operation of the transportation physical plant (highways, roads, bridges and airports) including its equipment and safe operation. The role of the branch is to:

- co-ordinate all departmental research to ensure it is designed, documented and followed through according to a scientific approach
- avoid duplication of research effort
- ensure broad dissemination of research results
- undertake certain research projects directly.

The branch is the primary contact and co-ordinator of co-operative research with outside agencies such as the Roads and Transportation Association of Canada (RTAC), Alberta Research Council and Alberta universities. Nationally the branch provides departmental representation to the Council on Highway and Transportation Research and Development (CHTRD) and, internationally, to the American Association of State Highway Officials (AASHTO) Select Committee on Research, which advises and votes on the National Cooperative Highway Research Program (NCHRP). The branch also provides departmental representation to several technical committees of RTAC.

The Transportation Library is also the responsibility of the branch.

Co-operative research, sponsored nationally through RTAC and receiving support from all provinces, included:

- bridge deck joint systems
- durable concrete repair techniques
- update of geometric design standards for Canadian roads and streets
- high-speed pavement strength testing vehicle
- computer aided design in highway and engineering
- pavement condition rating system
- two-lane rural highway capacity and level of service
- uniform special crosswalks
- rules of the road for transit priority
- airport cost/revenue handbook
- NARDO/OECD full scale pavement instrumentation tests
- algorithms for scheduling and routing of transportation for the handicapped.

The following co-operative research was conducted with provincial institutes:

Research with Alberta Universities

- cement treated base courses in pavement structures
- recycling of asphalt concrete pavements
- hydraulic model studies of culvert fishways
- fibre reinforced concrete testing

Research with Alberta Research Council

- pavement management system
- pavement design and evaluation
- geotechnical engineering research
- materials evaluation
- bituminous materials research
- scour surveys
- rip-rap research
- ice loads on piers
- river freeze-up and breakup research
- ice-pier interaction research
- prediction of peak runoff rates of small watersheds
- highway capacity studies
- design of solar powered culvert thawing device
- vehicle weight and dimensions research.

In addition, the branch, using its own or private sector resources handled 73 research projects, completed 23, undertook 29 new ones and investigated 39 topics for possible research inclusion.

New projects undertaken fell under four general headings:

Transportation Safety

- review of cold pour cracksealing procedures
- evaluation of guardrail marker systems
- evaluation of automotive daytime running light devices
- wildlife highway warning reflectors

Operations

- evaluation of various products for dust control
- performance review: high-intensity and engineering grade reflective sheeting

Materials

- evaluation of anti-rust compounds
- salvageable temporary road structure for light traffic
- test of polymer overlay systems
- slope protection research
- compaction testing
- Clegg impact soil tester
- pull out tests from earth retaining systems

Equipment

- evaluation of sonic methods for distance measurement evaluation of a roughness measurement system
- fleet vehicle engine wear using oil analysis
- evaluating an optical pointer for paint machines
- paint machine intercom system
- economic evaluation of sand/salt metering devices
- feasibility study: video position analyser
- evaluation of walk-behind paint striper
- solar powered culvert thawing device
- evaluation of a system for roadway condition surveys

- development of portable video camera mount for trucks
- generator powered culvert thawing system
- evaluation of ice augers for frost pinning
- performance testing of tire sealants
- development continued on the Mobile Highway Inventory System to give it the capability of measuring highway geometrics in addition to the already functioning videologging and highway inventory gathering capability, all at highway speeds.

Transportation Library

The Transportation Library provided a variety of information services to all branches, regions and districts, to other provincial government agencies and to the public. The library contains approximately 11 000 books, 7000 technical reports, 400 periodical titles, 4000 reports on microfiche from the U.S. Federal Highway Administration and Urban Mass Transportation Administration and various statutes, regulations, standards, maps, annual reports and audiovisual items.

During the year, library staff responded to nearly 2400 "quick" and 400 indepth requests for information, ordered or renewed 1500 publications, and loaned over 3800 items, an eight per cent increase from the previous year. Another 600 items were borrowed from or loaned to different North American libraries. Two hundred literature searches were conducted on various computerized bibliographic databases as part of the library's research service, while 700 articles were sent to department staff through the current information service. In addition, regional and district employees requested nearly 700 books, reports and articles from the Library Bulletins.

During 1984/85, library staff updated the computer-generated keyword indexes to conference papers from Roads and Transportation Association of Canada (RTAC 1971-1984) and Western Association of Canadian Highway Officials (WACHO 1961-1984). Another major project was the introduction of a microcomputer program for the production of index card sets for the library's card catalogue.

REGIONAL TRANSPORTATION DIVISION

Construction Programming Branch 30

C.D. Burton
Director

Occupational Health and Safety Section 37

C. Kopeck
Manager

Operations Branch 38

E. Belsheim
Director

Aviation Branch 40

T. Watt
Director

Regional Directors 42

Southern Region No. 1

C.A. Lendzion

South Central Region No. 2

B.W. Kathol

Central Region No. 3

D.J. Bussard

North East Region No. 4

H. Hetu

North West Region No. 5

J.O. Newnham

Peace Region No. 6

R.G. Sharp

Regional Transportation Division is responsible for the development, scheduling and fiscal control of the major construction programs together with management and field implementation of the construction and maintenance of the provincial transportation system. The division is comprised of the Construction Programming Branch, Operations Branch, Aviation Branch and the Occupational Health and Safety Section, with the field implementation handled by six regional directors located in strategic centres throughout the province. Specifically, the division is responsible for the programming, management and field delivery of the following elements:

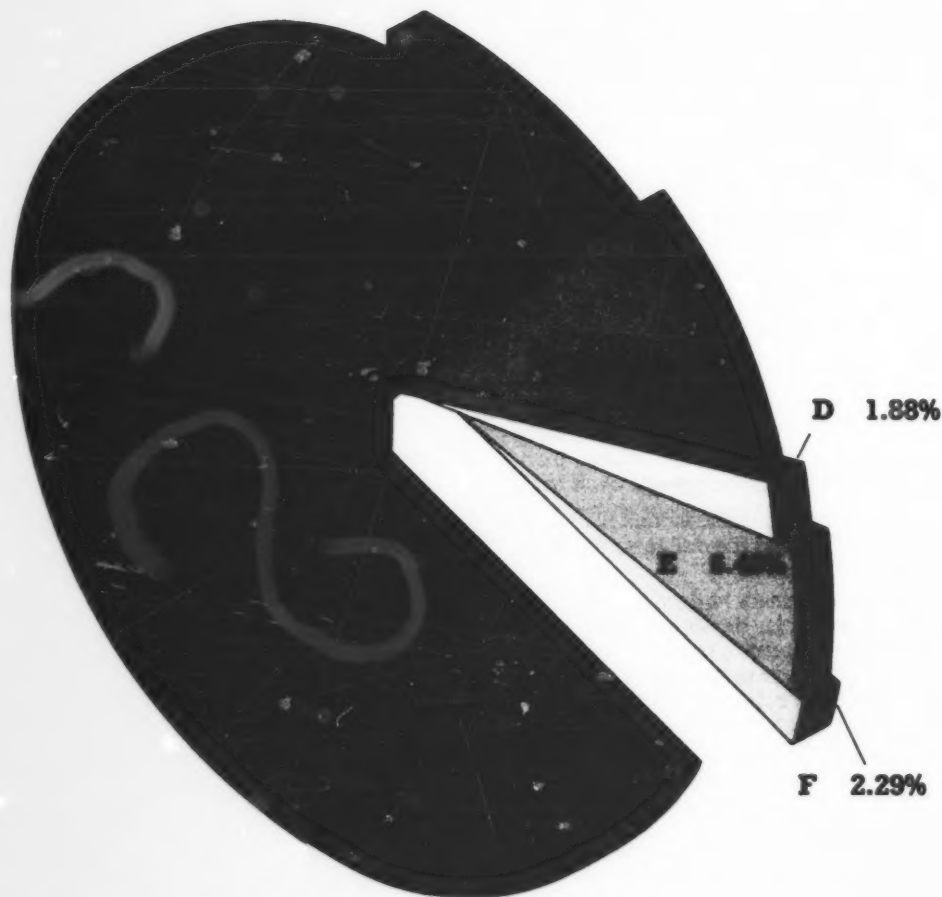
- regional administration
- construction programming
- construction and maintenance of primary highways
- construction and maintenance of approach roads
- construction of roads to provincial parks
- construction of vehicle inspection stations
- construction of Grande Cache to Grande Prairie highway
- construction of secondary roads
- construction and maintenance of forestry roads
- construction and maintenance of improvement district roads
- resource roads improvement program
- construction of special projects
- construction of Kananaskis Country projects
- pavement rehabilitation
- construction and maintenance of campsites and rest areas
- construction, maintenance and operation of ferries
- maintenance and operation of forestry airstrips
- grants to counties and municipal districts
- grants to special areas
- Public Transportation Operating Assistance Grant
- Improvement District Trust Account Program
- construction of provincial airport facilities
- construction of community airport facilities
- maintenance and operation of provincial air facilities.

In the 1984/85 season, the generally inclement weather experienced throughout the province in the months of August and September, coupled with the onset of winter in mid October, resulted in many projects not being completed and having to be carried over to 1985/86. As a result of the early winter, a major initiative was developed to provide winter work for the gravel crushing and trucking industries and to build up gravel inventories and ready projects for the 1985/86 program. Under the Winter Works Program 9 001 755 tonnes of gravel were stockpiled, 5254 hectares (12 982 acres) of rights-of-way were cleared and 23.3 kilometres of roadway, primarily through muskeg areas, were constructed. Some 3036 trucks were employed on 84 stockpiling projects. Additionally, 759 units of heavy construction equipment and 1940 people were employed on the stockpiling, clearing and grading projects.

Under the construction programs, improvements were made to approximately 2708 kilometres of roadways and maintenance operations were performed on approximately 40 997 kilometres of roadway under the primary highway and improvement district programs. Regional Transportation Division staff continued to work closely with the various municipal and improvement district councils and area residents in dealing with and resolving local

transportation concerns. An analysis of Regional Transportation's total expenditures, by major categories of activity, is shown in Figure 1. Details of the work undertaken by Regional Transportation's branches are reported on the pages which follow.

1984/85 REGIONAL TRANSPORTATION EXPENDITURES



- A. Major construction of primary highways (including Hwy. 40); secondary, approach, park, and resource roads; pavement rehabilitation; and special projects: 63.31%.
- B. Maintenance of highways and ferries: 11.06%
- C. Construction and maintenance of improvement district roads: 14.98%
- D. Construction and maintenance of airports and airstrips: 1.88%
- E. Grants to counties, municipal districts, towns, villages and special areas: 1.88%
- F. Regional administration: 2.29%

The responsibilities of the Construction Programming Branch include:

- development of the department's road construction programs
- scheduling and delivery of the construction programs
- control of the associated budget components
- programming, development and management of all grant programs.

These responsibilities are assigned to three sections: Program Development, Program Management and Municipal Services.

Program Development

This section is responsible for system and budget analysis, program development and advance scheduling of the following major capital programs:

- primary highways construction program
- pavement rehabilitation program
- Kananaskis Country program
- secondary roads program
- resource road improvement program
- ring roads and inter-city connections
- approach roads construction program
- park roads construction program
- special projects construction program
- Highways 1 and 16 four-lane (twinning) program
- special programs.

This section is also responsible for advance program co-ordination of the primary highway construction schedule, the bridge construction program, and the Vehicle Inspection Station Program.

Program Management

The Program Management Section is responsible for the management and the delivery, within budget, of the following programs:

- construction of primary highways (including the twinning program for Highways 1 & 16)
- construction of approach roads
- construction of roads to provincial parks
- construction of vehicle inspection stations
- construction of secondary roads
- Grande Cache to Grande Prairie highway
- improvement of resource roads
- special projects
- pavement rehabilitation
- construction of provincial and community airports
- construction of roads in Kananaskis Country
- crushing under the Transportation Revolving Fund.

To ensure delivery of the construction programs, the section co-ordinates, schedules and manages interdepartmental engineering activities, monitors engineering and construction activities and progress, maintains expenditure control to ensure delivery within budget and liaises with outside agencies.

Additional responsibilities include analysis of industry capability and provision of support services to the Regional Transportation Division, and contractor liaison as necessary for timely delivery of construction programs.

Construction of Primary Highways

The main emphasis of the primary highways construction program continues to be the upgrading of older highways, the strengthening of existing pavement structures, and the extension of the graded and paved network to meet the transportation demands associated with industrial, commercial, agricultural, commuter and tourist traffic throughout the province.

Multilaning of highly congested routes continued to be a priority and construction was completed during the reporting period on:

- Highway 1 east of Brooks to junction SR 875
- Highway 1 Medicine Hat to junction Highway 41 near Irvine.

Construction continued on the following and will be carried forward for completion in 1985/86:

- Highway 1 south of SR 561 to east of Gleichen
- Highway 16 east of SR 834 to junction Highway 15
- Highway 16 west of Innisfree to east of Mannville
- Highway 16X junction Highway 16 to Edmonton
- Highway 21 junction Highway 16 to north of Fort Saskatchewan.

Construction was commenced on:

- Highway 1 junction SR 524 to Redcliff
- Highway 1 east of Gleichen to east of SR 842
- Highway 2 St. Albert to north of junction SR 635
- Highway 16 west of Kitscoty to Lloydminster
- Highway 16 west of Highway 47 to Edson.

Consulting engineering firms working for the cities, towns, and villages under the terms of an agreement with the department, made improvements to eight primary highways through nine cities, towns and villages. Of these five were carried forward from 1983/84 and one was carried over to 1985/86 for completion. Preliminary surveys, clearing and grading continued on selected sections of Highway 40 between the Kakwa River and the Wapiti River, south of Grande Prairie.

During the reporting period construction was completed on 615.90 route kilometres of which 95.75 kilometres were constructed under the twinning program. This included the extension of new paved surfaces on 220.62 kilometres.

Expenditures for primary highway construction totalled \$163 625 275. The different types of work undertaken by kilometre were:

	REGULAR PROGRAM	TWINNING PROGRAM HIGHWAYS 1 & 16
Grade	210.04	75.30
Granular base course	249.88	74.49
Asphalt stabilized base course	157.85	—
Cement stabilized base course	41.62	—
Asphalt surface	215.79	66.54
Recycled asphalt pavement	27.70	—
Preliminary engineering	289.51	64.41
Dust abatement	22.46	—
Skid resistant surface	468.35	—
Street improvement	2.65	—
Consulting engineering	—	1.29
Gravel	22.00	—
Reclaimed asphaltic pavement	35.91	—
Total task-kilometres	1 743.76	282.03

Construction of Approach Roads

Construction of approach roads to towns, villages and hamlets located near main highway routes continued to be co-ordinated with major projects in the area. Access projects to 23 communities were under way during 1984/85 (three of these projects were carried over from 1983/84, 12 will be carried over to 1985/86 for completion). Construction affected 18.09 route kilometres. Expenditures totalled \$1 794 765. The different types of work undertaken by kilometre were:

Grade	5.42
Granular base course	8.30
Asphalt stabilized base course	2.46
Asphalt surface	13.10
Preliminary engineering	6.61
Total task-kilometres	35.89

Construction of Roads to Provincial Parks

A total of 21.10 route kilometres of road was constructed to provincial parks for an expenditure of \$1 887 667. Major projects included the completion of pavement recycling to Little Bow Provincial Park. The Carson-Pegasus Provincial Park and the Calling Lake Provincial Park roads were surfaced with base course and the Hilliard's Bay Provincial Park road was paved. Grading commenced on the road to the Willow Creek Provincial Park and will be carried forward for completion in 1985/86.

The different types of work undertaken by kilometre were:

Grade	4.37
Granular base course	7.49
Asphalt stabilized base course	5.26
Asphalt surface	8.38
Recycled asphaltic concrete pavement	1.85
Reclaimed asphaltic pavement	11.47
Preliminary engineering	24.60
Skid resistant surface	17.12
Total task-kilometres	80.54

Construction of Vehicle Inspections Stations

The Vehicle Inspection Station Program involves the construction of entrance, exit, and bypass lanes, parking areas and site development for these facilities.

Projects carried forward from 1983/84 at the Coutts, Demmitt and Dunmore Stations were completed. Expenditures totalled \$927 082.

Highway 40 Project

During this reporting period, five clearing projects, six bridge structures and three gravel crushing contracts were completed. Grade construction was underway on seven sections of the Grande Cache-Grande Prairie highway, as well as three sections of the Forestry Trunk Road.

With an expenditure totalling \$28 782 692, 112.35 route kilometres were constructed.

The different types of work undertaken by kilometre were:

Grade	112.35
Preliminary engineering	46.88
Construction engineering	16.19
Total task-kilometres	175.42

Construction of Secondary Roads

Secondary road network improvements continued to be a major priority with municipal and improvement district councils. Improvements in the various construction categories were undertaken on 2559.74 route kilometres of secondary roads. Improvements were made to secondary roads through seven towns and villages. This work was directed by consulting engineering firms working for the urban municipalities under agreement with the department. Two projects were performed under an agreement with Keyano College, as a training program for equipment operators under actual field conditions. Expenditure for the Secondary Road Program totalled \$86 680 891. The different types of work undertaken by kilometre were:

Grade	378.37
Granular base course	287.19
Asphalt stabilized base course	265.09
Cement stabilized base course	30.13
Asphalt surface	192.08
Preliminary engineering	655.85
Dust abatement	549.36
Skid resistant surface	262.55
Street improvement	7.80
Construction engineering	22.61
Gravel	354.44
Reclaimed asphalt pavement	11.36
Total task-kilometres	3016.65

Special Projects

Under the Special Projects Program \$8 834 156 was spent on improvements to Highway 67. Grading from west of Nipisi Lake to east of Utikuma Lake was completed in 1984/85 resulting in the completion of 16 route kilometres of Highway 67. The different types of work undertaken by kilometre were:

Grade	16.00
Preliminary engineering	39.97
Total task-kilometres	55.97

Improvement of Resource Roads

The demand continued during this reporting period for improvements to roads impacted by resource traffic. High standard roads were constructed to expedite the operation of resource and industrial traffic on a year round basis and to reduce the impact on surrounding roads in a particular area.

Improvements were made to 474.18 route kilometres of road for a total expenditure of \$37 681 503.

The different types of work undertaken by kilometre were:

Grade	216.59
Gravel	135.29
Cement stabilized base course	28.61
Granular base course	80.91
Asphalt stabilized base course	106.75
Asphalt surface	38.58
Preliminary engineering	187.98
Skid resistant surface	27.40
Dust abatement	18.46
Street improvement	1.20
Total task-kilometres	841.77

Pavement Rehabilitation

Increased traffic volumes, heavier loading, an aging pavement system and highly fluctuating seasonal temperatures (as experienced throughout Alberta in recent years) have increased the severity of stress on the province's paved highways. Many of the older pavements require restoration, repair and strengthening. To protect the existing investment and structural integrity of the pavement structures, a program of pavement rehabilitation was continued. Significant progress was made in restoring these older pavements to a rejuvenated condition.

During the past year, one project included recycling of existing asphaltic pavement in an area where raw aggregate is in short supply.

Pavement rehabilitation was undertaken on 311.72 route kilometres of highway at a cost of \$32 437 013.

The different types of work undertaken by kilometre were:

Grade	3.89
Granular base course (pavement overlay)	9.52
Asphalt surface	308.35
Recycled asphalt concrete pavement	2.96
Reclaimed asphalt pavement	2.96
Total task-kilometres	328.68

Airport Construction:

Provincial and Community Airports

Major provincial airport projects in the reporting period included a complete pavement overlay of the paved runway at Fort Chipewyan and completion of the Wabasca Airport to the paved stage. Grading was commenced at the Cooking Lake Airport as part of a major upgrading of this facility. Grading on a new turf forestry airstrip at Calling Lake was also started. Other projects were mainly oriented to the placement of navigation and safety oriented equipment, such as the purchase of

a microwave landing system for installation on the Lloydminster Airport.

The Community Airport Program saw the completion of new airports at Bassano, Milk River, Warner and Beiseker. Construction began on new airports at Sundre, Bashaw, Rimbey, La Crete, and DeBolt.

Additional projects included pavement overlays and other rehabilitation work at a number of older airports. Grants totalling \$412 500 were provided to assist in the development of air terminal buildings at 13 community airports.

Expenditures incurred in the development of airport facilities totalled \$8 622 814.

CONSTRUCTION OF PROVINCIAL AIRPORT FACILITIES Expenditures for 1984/85

AIRPORT LOCATION	AIRPORT NO.	TYPE OF WORK	TOTAL EXPENDITURES
Calling Lake	104	Grade turf runway	\$ 200 667
Cooking Lake	87	Maintenance garage, grading paving	750 000
Cooking Lake	87	Maintenance garage, engineering	115 045
Cooking Lake	87	Lighting	7 241
Drumheller NDB	32	Antenna installation	1 425
Edson	7	Lighting	5 894
Fairview NDB	55	Antenna contract fencing, clean-up	33 553
Fort Chipewyan	28	Pavement overlay	1 144 345
Fort Vermilion	26	Maintenance garage, clean-up	4 863
Graham Lake	66	Lighting	22 508
Grande Cache NDB	40	Contract, materials	11 760
High Prairie	54	Non-directional beacon	27 295
Jasper/Hinton	23	Install micro-wave landing system	83 865
Jasper/Hinton	23	Lighting	2 149
Lac La Biche	8	Maintenance garage	28 942
Lac La Biche	8	Lighting	28 305
Lloydminster	103	Equipment purchase, engineering	444 870
MLS			
Manning	42	Non-directional beacon	12 612
Manning	42	Lighting	6 490
Pincher Creek	2	Dust abatement, drainage	20 909
Pincher Creek	2	Lighting	41 283
Rocky Mountain House	51	Lighting	29 874
Slave Lake	50	Lighting	3 330
Spirit River	49	Non-directional beacon	6 726
Swan Hills	80	Non-directional beacon	20 659
Wabasca	85	Non-directional beacon	12 242
Wabasca	85	Lighting	26 103
Wabasca	85	Haul restoration	34 590
Wabasca	85	Grade, base course	148 357
Wabasca	85	Paving	593 468
Whitecourt	6	Survey taxiway & tiedown area	29 848
Whitecourt	6	Lighting	2 850
Head Office			49 019
			\$ 3 951 128

CONSTRUCTION OF COMMUNITY AIRPORT FACILITIES
Expenditures for 1984/85

AIRPORT LOCATION	AIRPORT NO.	TYPE OF WORK	TOTAL EXPENDITURES
Athabasca	17	Air terminal building grant	\$ 25 000
Bashaw	114	Grading turf runway	207 144
Bassano	37	Lighting	18 629
Bassano	37	Grading, base, paving	439 582
Beaverlodge	56	Air terminal building, runway markers, fencing	39 954
Beiseker	109	Lighting	32 326
Beiseker	109	Grading, base, paving	233 659
Bonnyville	12	Grading (extension), pavement overlay	100 173
Brooks	19	Pavement overlay	161 182
Cardston	34	Slurry seal	63 119
Cold Lake			
Regional	70	Brush clearing	8 050
Coronation	63	Air terminal building grant	25 000
DeBolt	111	Grading, power line burial	279 646
DeBolt	111	Lighting	365
Drumheller	32	Seeding	2 886
Eaglesham	108	Air terminal building grant, lighting	43 489
Elk Point	58	Air terminal building grant, lighting	27 957
Empress	110	Asphalt, project clean-up seeding	13 013
Foremost	90	Air terminal building grant	25 154
Forestburg	108	Paving	225 957
Forestburg	105	Lighting	4 308
Fort Macleod	38	Slurry seal	55 020
High River	59	Air terminal building grant	5 000
Innisfail	79	Air terminal building grant	25 000
La Crete	116	Grading turf runway	220 141
Mayerthorpe	71	Air terminal building grant	25 000
Milk River	91	Grading, base, paving	385 846
Milk River	91	Lighting	37 947
Olds/Didabury	45	Clean-up, seeding	1 527
Peace River	95	Air terminal building	27 708
Ponoka	46	Pavement overlay	178 896
Provost	15	Air terminal building grant, Non-directional beacon repairs	29 500
Rainbow Lake	24	Slurry seal, parking apron extension	197 788
Red Deer	31	Paving	240 626
Rimbey	74	Grading turf runway	113 990
Smoky River	43	Air terminal building grant	5 000
Stettler	13	Lighting repairs	12 713
Sundre	86	Grading, base, paving	240 389
Taber	35	Air terminal building grant, lighting repairs, seeding	9 487
Three Hills	5	Air terminal building grant	5 000
Two Hills	73	Air terminal building grant	25 000
Valleyview	47	Slurry seal	90 711
Vulcan	65	Air terminal building grant	25 000
Wainwright	14	Air terminal building grant, parking ramp extension	5 000
Warner	98	Grading, base, paving	457 626
Warner	98	Lighting	37 116
Wetaskiwin	22	Air terminal building construction	128 468
Head Office			109 585
			\$ 4 671 684

Municipal Services

The Municipal Services Section is responsible for the planning, program development and management of the following construction and maintenance programs within the improvement districts:

- improvement district road construction
- improvement district road maintenance
- improvement district trust account
- forestry road construction and maintenance.

The section also administers and monitors grant programs for towns, villages and rural municipalities. During the reporting period these programs involved:

- grants to counties and municipal districts
- grants to special areas
- street assistance to towns and villages
- engineering assistance program
- Public Transportation Operating Assistance Grant Program.

Additionally, Municipal Services liaises with other government departments and agencies, as well as interdepartmentally, to effect necessary approvals and agreements for construction projects in these programs.

Improvement District Construction

A total of \$17 494 695 was expended on capital construction projects on local and secondary roads within 16 improvement districts during the reporting period.

An amount of \$9 957 158 was provided for construction of access and internal roads under the Indian Reserve and Metis Settlement Access Program.

Through the Winter Works Program, \$15 612 210 was expended on local winter road construction, gravel stockpiling and crushing projects.

The Public Lands Division of Alberta Energy and Natural Resources continued to open up new lands for settlement during this period. At a cost of \$2 588 365, 74.4 kilometres of access road was constructed.

A total of 12 improvement district hamlets benefited from the Hamlets Streets Assistance Program resulting in an expenditure of \$316 834 on road and street improvements.

Improvement District Maintenance

There are 18 229 kilometres of secondary and local roads in improvement districts, and 477.6 kilometres of public roads within Indian reserves. These roads required an expenditure of \$14 185 179 for the summer and winter maintenance operations.

Improvement District Trust Account

Alberta Municipal Affairs provided the department with \$22 231 784 from tax revenues for transportation projects in the improvement districts. The work undertaken with trust funds on improvement district roads, by kilometre was:

Grade	176.90
Gravel	4 407.20
Dust abatement	104.20
	4 688.30

Construction and Maintenance of Forestry Roads

An expenditure of \$3 980 132 was incurred on the construction and maintenance of 3836.06 kilometres of forestry roads. The projects undertaken were established through consultation with the Alberta Forest Service Branch of Alberta Energy and Natural Resources.

Grants to Counties and Municipal Districts

The program provides grants to 30 counties and 18 municipal districts for construction and upgrading projects and related works.

The program is divided into three major sub-programs:

Regular Road Grants, Special Projects, and Hamlet Streets Assistance. The expenditure breakdown for each category was:

Regular road grant	\$ 22 355 331
Special grant	2 397 804
Hamlet Streets Assistance Grant	672 377
	\$ 25 425 512

Grants to Special Areas

The department provided a regular grant of \$1 528 000 to the Special Areas Board to assist with required capital road construction projects within Special Areas 2, 3 and 4.

The Department of Municipal Affairs is the road authority for special areas. Forces under the direction of the Special Areas Board undertake road construction. Similar to the regular road grant, this grant is based upon a formula which takes into account road mileages, population, the terrain factors of the region and equalized assessments.

Engineering Assistance Program

This program provided \$689 489 to counties, municipal districts and special areas for the required engineering work associated with their regular road grant projects. The amount allotted is based on the level of the municipalities regular road grant allocation. This grant is used to engage private engineering consultants or to cover engineering services provided by Alberta Transportation.

Street Assistance in Towns and Villages

The current five year street assistance program was commenced on April 1, 1984. The program provided \$9 473 062 in the 1984/85 fiscal year for towns, villages and summer villages, for a total of 46 approved projects. Each municipality is eligible to receive their full entitlement once during the five year period. The population figures provided in

June of the previous year by the Department of Municipal Affairs are utilized to determine the eligibility for each municipality annually. The program is designed as a cost share initiative.

Public Transportation Operating Assistance Grant

The Public Transportation Operating Assistance Program was implemented April 1, 1979 and terminated on March 31, 1985. The program provides assistance for senior citizens, the disabled and the handicapped in the development of specialized transportation service, and/or, the subsidization or upgrading of the existing transportation services in a municipality.

The \$2 per capita grant funding in 1984/85 was distributed as follows:

Towns	\$ 640 798
Villages	93 796
Counties	445 622
Municipal Districts	192 172
Improvement Districts	143 874
Special Areas	12 084
	\$ 1 528 346

Improvement Districts

IMPROVEMENT DISTRICT	TRUST FUNDS	MAINTENANCE	CONSTRUCTION	FORESTRY ROADS
1	\$ 3 320 000	\$ 243 235	\$ 301 564	—
5	—	538 519	—	—
6	270 000	318 346	53 971	128 118
7	75 000	41 829	319 556	—
8	405 000	455 569	635 000	495 871
10	3 156 000	771 602	590 892	379 401
14	2 456 541	1 021 244	4 399 029	299 558
15	1 457 474	350 279	1 514 725	—
16	2 401 779	1 016 531	3 731 421	661 305
17	3 159 837	2 978 159	7 610 988	1 563 905
18	2 850 000	1 424 074	4 868 968	95 802
19	418 700	483 605	1 833 033	3 320
20	512 000	642 232	2 025 551	71 627
21	500 000	801 087	1 644 631	158 558
22	750 021	827 125	4 392 587	51 797
23	499 433	1 481 483	2 316 704	70 868
	\$ 22 231 785	\$ 13 394 919	\$ 36 238 620	\$ 3 980 130

Indian Reserves

DISTRICT				
2	—	197 501	2 570 111	—
4	—	210 485	256 416	—
6	—	136 781	892 807	—
7	—	32 513	2 276 105	—
9	—	—	—	—
11	—	112 472	1 288 372	—
12	—	96 779	1 903 882	—
13	—	—	283 002	—
15	—	3 760	259 947	—
	—	790 261	9 730 642	—
	\$ 22 231 785	\$ 14 183 180	\$ 45 969 262	\$ 3 980 130

GRANTS TO COUNTIES AND MUNICIPAL DISTRICTS*Expenditures for 1984/85 fiscal year*

COUNTY	NO.	EXPENDITURE
Athabasca	12	\$ 937 466
Barrhead	11	475 257
Beaver	9	566 212
Camrose	22	535 910
Flagstaff	29	516 548
Forty Mile	8	983 813
Grande Prairie	1	933 754
Lac Ste. Anne	28	593 985
Lacombe	14	458 209
Lamont	30	387 180
Leduc	25	720 181
Lethbridge	26	504 889
Minburn	27	471 337
Mountain View	17	453 369
Newell	4	473 832
Paintearth	18	329 660
Parkland	31	725 327
Ponoka	3	468 526
Red Deer	23	574 580
St. Paul	19	617 273
Smoky Lake	13	431 463
Stettler	6	590 573
Strathcona	20	592 656
Two Hills	21	629 741
Thorhild	7	612 590
Vermilion River	24	647 208
Vulcan	2	649 083
Warner	5	560 780
Wetaskiwin	10	526 875
Wheatland	16	450 302
MUNICIPAL DISTRICT	NO.	EXPENDITURE
Acadia	34	135 739
Bonnyville	87	455 068
Cardston	6	339 539
Fairview	136	272 920
Foothills	31	492 688
Kneehill	48	451 812
Peace	135	136 570
Pincher Creek	9	223 564
Provost	52	354 408
Rocky View	44	698 423
Smoky River	130	900 437
Spirit River	133	167 640
Starland	47	353 223
Sturgeon	90	544 630
Taber	14	572 913
Wainwright	61	357 247
Westlock	92	924 875
Willow Creek	26	625 236

\$ 25 425 511**ENGINEERING SUPPORT***1984/85 fiscal year*

COUNTY	NO.	EXPENDITURE
Athabasca	12	\$ 22 564
Barrhead	11	1 090
Beaver	9	14 000
Camrose	22	16 002
Flagstaff	29	17 195
Forty Mile	8	22 030
Grande Prairie	1	29 000
Lac Ste. Anne	28	17 000
Lacombe	14	13 408
Lamont	30	9 825
Leduc	25	16 000
Lethbridge	26	16 570
Minburn	27	13 000
Mountain View	17	13 500
Newell	4	14 103
Paintearth	18	5 346
Parkland	31	21 000
Ponoka	3	15 000
Red Deer	23	17 000
St. Paul	19	16 000
Smoky Lake	13	13 122
Stettler	6	17 193
Strathcona	20	11 000
Two Hills	21	6 914
Thorhild	7	14 725
Vermilion River	24	20 000
Vulcan	2	20 043
Warner	5	16 306
Wetaskiwin	10	13 000
Wheatland	16	14 000
MUNICIPAL DISTRICT	NO.	EXPENDITURE
Acadia	34	4 132
Bonnyville	87	13 000
Cardston	6	10 429
Fairview	136	7 000
Foothills	31	15 000
Kneehill	48	13 752
Peace	135	434
Pincher Creek	9	1 719
Provost	52	11 748
Rocky View	44	19 000
Smoky River	130	17 000
Starland	47	12 576
Sturgeon	90	16 000
Taber	14	17 255
Wainwright	61	11 000
Westlock	92	3 189
Willow Creek	26	14 266
Special Areas		46 052

\$ 689 488**GRANTS TO SPECIAL AREAS***Expenditures for 1984/85 fiscal year*

Grant to Special Area Board	\$ 1 528 000
	\$ 1 528 000

STREET ASSISTANCE IN TOWNS AND VILLAGES

1984/85 fiscal year

TOWNS & VILLAGES	EXPENDITURE
Beaverlodge	\$ 199 960
Big Valley	12 494
Blackfalds	164 040
Bon Accord	159 000
Botha	58 760
Bowden	126 680
Chestermere	86 900
Cold Lake	224 600
Consort	95 960
Eckville	112 360
Falher	141 320
Forestburg	121 400
Fort Macleod	296 120
Fort Saskatchewan	17 637
Golden Days	17 960
Hay Lakes	70 440
High Prairie	251 400
High River	448 920
Lacombe	521 320
Magrath	171 080
Mewatha Beach	17 160
Morinville	453 720
Myrnam	76 760
Nakamun	15 560
Nanton	385 680
New Sarepta	81 880
Olds	436 040
Pincher Creek	345 560
Rosemary	21 670
Ryley	88 520
St. Paul	442 040
Sangudo	78 920
Slave Lake	409 960
Spirit River	133 320
Spruce Grove	949 560
Swan Hills	244 760
Sylvan Lake	347 320
Three Hills	205 640
Vegreville	465 080
Viking	144 040
Wabamun	101 400
Warburg	89 160
Wembley	141 720
Westlock	399 560
West Cove	18 680
Wildwood	81 000
	\$ 9 473 061

The Occupational Health and Safety Section is responsible for the development and management of the department's programs for occupational health and safety, vehicle/equipment safety, and construction zone safety.

To discharge these responsibilities and achieve uniform and consistent safety standards throughout the department, the section provides direction to six regional safety officers who are responsible for co-ordinating and implementing the health and safety programs within each region.

The management and co-ordination of health and safety programs for other areas of the department is handled directly out of section headquarters. The section liaises with other government departments, boards and agencies and deals extensively with the construction industry.

The department continued its active involvement in the Alberta Government Occupational Health and Safety Program. A senior department official serves as a member of the joint Government/A.U.P.E. Occupational Health and Safety Committee.

Twenty-five departmental joint worksite health and safety committees comprised of employee and management representatives continued to meet regularly during the reporting period to review accidents, deal with health and safety concerns and make recommendations on corrective action.

During the reporting period, the section continued to co-ordinate and provide assistance to managers, supervisors and workers in support of their accident prevention efforts in many areas, some of which include:

- health, safety and hygiene education and training
- personal protective equipment
- Workers' Compensation Board claims and benefits
- awards programs
- inspections
- health and safety hazard surveys and monitoring
- statistical data
- safety meeting resource materials
- health screening and medical surveillance
- accident reporting and investigation
- legislation
- emergency evacuation
- codes of practice
- chemical safety data sheets
- product evaluation
- traffic accommodation standards and procedures
- first aid
- vehicle operator counselling
- construction safety campaign.

Following is a breakdown on the Workers' Compensation Board claims administered on behalf of the department for the 1984/85 fiscal year.

Fatalities	0
Lost time injuries	249
Medical aid injuries	156
Hearing loss	6
Personal appliance (eye glasses and teeth)	23
Recurrence	1
	435

During the 1984/85 fiscal year, the Operations Branch was responsible for co-ordinating and monitoring the following programs:

- maintenance of primary highways
- construction and maintenance of campsites and rest areas
- maintenance and operation of ferries
- administration and operation of seven construction camps.

Operations Branch is responsible for developing and monitoring standards of primary highway maintenance, the equitable distribution of maintenance allocations throughout the province, the responsibility for planning of programs involving rest areas, campgrounds, ferry system and department maintenance yards, and the supervision and direction of seven construction crews. The branch was also responsible for the central registry, dispatching and monitoring of all trucking requirements for the Winter Gravel Stockpiling Program.

Maintenance of Primary Highways

Previous initiatives to privatize a number of maintenance functions were continued and expanded, in the 1984/85 fiscal year, particularly those involving campground maintenance and snowplowing of local roads. Another maintenance function which was privatized was the mowing of highway rights-of-way. Approximately 50 per cent of this work was performed under contract during the first season.

Maintenance of primary highways accounted for expenditures of \$62 611 500. The types of road maintained and amount in kilometres are:

	GRAVELLED	OILED	PAVED
Primary Highways	1 357.09	789.05	12 108.26
Approach Roads	10.64	17.70	285.45
	1 367.73	806.75	12 393.71

Erosion Control Program

During the 1984/85 construction season, a total of 133 erosion control projects were completed. Six thousand nine hundred and ten hectares (17 076 acres) of right-of-way, borrow areas and gravel pits were seeded to grass and fertilized along primary highways, secondary roads, resource roads, improvement district local roads, airports and roads in Kananaskis Country. The total expenditure amounted to \$1 637 547. A total of 41 shifts were lost due to adverse weather.

4-H Clean-up Program

During the 1984/85 4-H Clean-up Campaign, a total of 8296 young people, representing 502 groups participated in the clean-up of Alberta's primary highway rights-of-way. A total of 7594.96 kilometres of rights-of-way were cleaned with

54 561 bags of litter being collected. The groups earned \$134 119. The expenditure for this program was approximately \$212 500.

Signing

Major signing was undertaken on all construction projects involving the installation of approximately 7000 signs. In addition to this, 313 signs with break-a-way bases were installed on existing and new projects and six overhead sign structures were installed on multilane highways. The installation of traffic signals and crosswalk signals was completed at 10 locations.

Guardrail Program

The raising of substandard guardrail to appropriate heights and the installation of guardrail on new projects totalled 141 300 metres. Approximately 7000 road edge delineators were installed in combination with this work.

Skid Resistance Program

The department's two camps applied skid resistance surfacing to 468.35 kilometres of paved surface on the province's primary highway system.

Additionally, 169.98 kilometres of paved roadway on the secondary road system and 17.12 kilometres on the park roads system had skid resistance surfacing applied. A high float emulsion skid resistance surface was applied to 117.47 kilometres of secondary roads that were previously oiled.

The sum of \$1 588 843 was expended during the fiscal year on the crushing of suitable rock chip material. Total costs for washing of the crushed chips amounted to \$368 455.

Adverse weather impeded progress and resulted in a portion of the program not being completed. However, as the construction season progressed priority projects were identified and the most necessary work was completed. Those projects scheduled, but not completed, will be carried over the 1985/86 fiscal year.

Maintenance and Operation of Ferries

Operations Branch was responsible for allocating funds for the operation and maintenance of eight ferries throughout the province. In addition, Alberta Transportation shared with the Province of Saskatchewan, on a 50-50 basis, the cost of operating and maintaining the Meridian Ferry located north of Lloydminster. These ferries provide essential transportation services to the public by linking certain low volume routes over major rivers.

A new and larger timber scow was constructed for the Finnegan Ferry Crossing to replace the existing scow. The new ferry accommodated local traffic more efficiently and is more accessible for farm implements.

The total expenditure for the operation, maintenance and upgrading of ferries was \$1 086 221.

Construction of Campsites and Rest Areas

During the 1984/85 construction season, a total of \$361 500 was allotted for the upgrading of campgrounds. Upgrading included improved water supply, improved access, improved waste handling facilities, site expansion and new campground amenities. During the 1984/85 season, Alberta Transportation transferred the McLeod Valley campground to the McLeod Valley Recreation Area Committee, leaving the department with responsibility for 108 campgrounds and day use areas.

A contract was awarded for the construction of a major rest area named the Dickson-Stevenson Stopping House on Highway 2 south of Crossfield. The work on the Wandering River rest area on Highway 63 was essentially completed during this fiscal year with only minor landscaping work remaining to be done. Land was purchased for a new facility at Valleyview.

Expenditures for the construction of campgrounds and rest areas were \$1 191 464.

MAINTENANCE OF PRIMARY HIGHWAYS

1984/85 Fiscal Year Expenditures

DISTRICT	EXPENDITURE
1	\$ 2 326 146
2	4 443 546
3	2 854 359
4	8 210 241
5	3 416 601
6	5 968 805
7	5 860 606
8	4 020 899
9	3 784 320
10	3 835 056
11	3 912 492
12	4 023 711
13	3 810 470
14	2 436 632
15	3 138 153
HEAD OFFICE	
4-H Clean Up	212 500
Welcome Signing	61 397
Equipment Operators' Training	55 612
Laboratory Testing	2 088
General	240 865
	\$ 62 611 498

OPERATION & MAINTENANCE OF FERRIES

Expenditures for 1984/85 Fiscal Year

FERRY	LOCATION	EXPENDITURE
Berrymoor	North Saskatchewan River	\$ 116
Bleriot	Red Deer River	117 603
Crowfoot	Bow River	106 125
Finnegan	Red Deer River	72 055
Klondyke	Athabasca River	75 114
La Crete	Peace River	220 845
Meridian	Lloydminster	
	(50% cost share)	48 730
Rosevear	McLeod River	85 674
Shaftesbury	Peace River	191 294
		\$ 1 086 222

CONSTRUCTION OF CAMPSITE AND REST AREAS

Expenditures for 1984/85 Fiscal Year

DISTRICT	
1	\$ 40 997
2	89 609
3	3 660
4	687 096
5	—
6	39 392
7	28 704
8	97
9	10 847
10	9 000
11	80 592
12	33 808
13	141 803
14	—
15	25 858
	\$ 1 191 463

A viation is responsible for the preparation of the Provincial Airport Development Program.

During the year meetings were held with local officials in many communities to provide information on the Provincial Airport Development Program and give advice and assistance regarding operations.

Liaison was continued with aviation related industries and organizations. The Aviation Branch was represented on organizations such as the Alberta Aviation Council, the Air Transport Association of Canada, the Canadian Aeronautics and Space Institute and the International Northwest Aviation Council.

Background information, technical advice and position papers for senior management were provided on a wide variety of aviation subjects as part of departmental initiatives or in response to federal activities in both the operational and policy areas of air transportation.

During the summer of 1984, official opening ceremonies were held for the new terminal buildings at Innisfail, Peace River, Red Deer and Wetaskiwin.

Expenditures of the headquarters component amounted to \$325 730 which covered the planning, programming and administration of aviation activities.

Included in this total were grants of \$129 760 to the Alberta Aviation Council and its subsidiary, the Civil Air Rescue Emergency Services (CARES). The CARES system provides training to flying personnel in the specialized task of airborne search and rescue, as well as the organizational structure to mount searches for missing aircraft or other emergency situations.

Airport Operations and Maintenance

The Aviation Branch is responsible for monitoring the operation and maintenance of 15 provincial airports and 63 forestry airstrips.

The Aviation Branch provides support and develops standards and guidelines for maintenance and all operations. The branch also has responsibility for the civilian Medley Air Terminal at Canadian Forces Base Cold Lake and for non-directional radio beacons on community airports at St. Paul, High Prairie, and Fairview.

Expenditures on operations and maintenance activities during the reporting period totalled \$2 159 100.

AIRPORT OPERATIONS AND MAINTENANCE

Expenditures for the year ended March 31, 1985

Amber Tower Airstrip	\$ 9 259
Basnett Airstrip	324
Berland Tower Airstrip	336
Bison Tower Airstrip	1 349
Buffalo Airstrip	960
Calling Lake Airstrip	1 936
Chipewyan Lakes Airstrip	220
Cooking Lake	82 745
Cowley Airstrip	5 390
Doig Airstrip	2 660
Edson	89 971
Fairview NDB	3 169
Fontas Airstrip	150
Fort Chipewyan	166 057
Fort Vermilion	25 899
Fox Creek Airstrip	13 162
General-Airstrips D.11	129 330
Gift Lake Airstrip	824
Graham Lake Airstrip	34
Grande Cache	107 942
Grande Cache	8 610
High Level	137 795
High Prairie NDB	4 020
Jasper-Hinton	122 848
Jasper-Hinton MLS	15 029
Kakwa Tower Airstrip	431
Keg Tower Airstrip	150
Lac La Biche	106 893
Lambert Tower Airstrip	150
Lloydminster	166 324
Lodgepole Airstrip	1 390
Loon River Airstrip	24 692
Manning	133 612
Margaret Lake Airstrip	4 254
Medley	107 496
Nose Mountain Tower Airstrip	33 301
Pincher Creek	101 892
Ram Falls Airstrip	492
Red Deer Forestry Airstrip	591
Rocky Mountain House	103 777
St. Paul NDB	5 358
Sherman Meadows Airstrip	1 325
Shunda Airstrip	329
Slave Lake	115 802
Swan Hills	147 452
Thurston Lake Airstrip	2 447
Valleyview Original Airstrip	656
Wabasca Airstrip	15 296
Wadlin Tower Airstrip	2 448
Whitecourt	119 644
Worsley Airstrip	1 638
Yates Tower Airstrip	2 860
HEAD OFFICE	85 304
	\$ 2 159 099



Region 1 (Southern)

The construction program for the southern region during 1984/85 was fairly extensive. Continuing competitive bidding by the construction industry resulted in stable prices throughout the construction season. Unfortunately, because of the early winter a number of projects were not completed and were carried over into the following year.

Total expenditures in Region 1 for 1984/85 were approximately \$67.6 million.

Despite the early onset of winter, maintenance operations went quite smoothly, in part due to the good weather through the winter months. The year saw a continuation of some maintenance activities being tendered to the private sector. Public response to private contractors carrying out such functions as winter snow plowing of improvement district roads, highway rights-of-way mowing and campsite maintenance was most favorable and the results achieved were encouraging.

Construction of a new ferry for the Finnegan Crossing on the Red Deer River was completed during the winter culminating in a spring launch. In combination with Alberta Environment, local municipalities and irrigation districts, many irrigation bridges were rehabilitated or replaced as part of an ongoing irrigation bridge program.

The following were some of the major construction highlights in the region:

- Two major projects on the Trans-Canada Highway were completed in 1984. These comprised 9.3 kilometres of twinning east of Brooks and 16.3 kilometres of twinning from east of Dunmore to east of Highway 41 (south) including a major bridge over Ross Creek.
- Grade widening and paving on Highway 23 from Nobleford to north of Barons was started before the onset of winter. This is part of a continuing program to upgrade the highway between Monarch and Champion to modern two-lane standards.
- A grade widening and base course project on Highway 2 from Cardston north, was also started prior to the onset of the early winter. This project is one of a series to upgrade Highway 2 between Cardston and Fort Macleod.
- Twenty-three kilometres of base course was completed on Secondary Road 509 on the Blood Indian Reserve as part of an ongoing program to grade and pave a route following a new alignment from Standoff to Highway 3 at Kipp. Also included was significant day labour grading at the north end of the reserve which provided equipment operator training and employment for native people.
- A major winter works clearing project was completed on Highway 22 from north of the Oldman River to north of SR 520. This was in preparation for future regrading of an ongoing program to upgrade Highway 22 from Highway 3 to Longview.

In co-operation with the municipal districts and counties a number of other projects were undertaken on secondary roads throughout the southern region. As well, the City of Lethbridge, in consultation with Alberta Transportation is carrying out work on the Crowsnest Trail through the city. This major highway project includes the construction of a new bridge across the Oldman River and is scheduled for completion in 1986.

Region 2 (South Central)

The South Central Region had a very active and successful construction program, despite early and severe winter weather with work being carried out on highways, secondary roads, rest areas, campsites and bridges.

Total expenditures in Region 2 amounted to \$81.2 million.

The Primary Highways Program included 23 major projects consisting of grading, base course, and paving, 12 of a more minor nature, and 13 detailed engineering studies. In addition, one major construction project and two preliminary surveys were carried out under the highways twinning program. Some carryover of work into the 1985/86 year resulted from the early onset of winter and other work was carried over due to the size of the project.

Under the Secondary Roads and Resource Roads Programs, a total of 48 projects were undertaken. Work on five of these projects was performed by contract, and five projects were performed on day labour basis. Ten preliminary surveys were completed. The remaining projects in these programs were undertaken by municipalities, with funding assistance from the department.

The Campsite and Rest Area Program saw the completion in 1984 of the Dickson-Stevenson Stopping House Rest Area south of Crossfield. This facility provides Highway 2 travellers with a desirable and convenient place to rest, picnic, and freshen up in order to continue their journey in a safer manner. Work was also completed on the grading and gravelling of the access road into the Braconnier campground on the Dinosaur Trail.

The Community Airport Program saw the completion of construction of the Beiseker Airport and the start of the Sundre Airport. Both projects were performed by contractors with supervision from regional staff.

Under the various bridge programs a number of structures were constructed in the region. This included the completion of a new bridge on Highway 2A over the Rosebud River south of Didabury and initiation of work for bridges at Stimson Creek and Pekisko Creek on Highway 22 south of Longview. The construction of the Acme interchange on Highway 2 was also started. Major structures completed on local roads included the Elbow River bridge in Bragg Creek and the bridge over Carstairs Creek near Beiseker.

Major upgrading of Kananaskis Country roads continued with projects involving grading, base course and asphaltic surface treatment. Of the eight projects in this program some of the highlights include the grading and base course of SR 541; grading, base course, and double seal coat of the Sheep River Trail (SR 546); and dust abatement on Highway 68 and MR 103 (Smith-Dorrien/Spray Trail).

The early onset of winter in the fall of 1984 resulted in considerable carryover of unfinished projects into the 1985/86 fiscal year.

Region 3 (Central)

Expenditures for construction and maintenance in the Central Region totalled more than \$72.4 million. Construction was slowed in late summer due to wet weather and coupled with an early winter, many projects were left incomplete and carried over to 1985.

Highlights of the major construction projects in the region were:

- paving of the Highway 2 interchange at 32nd Street, Red Deer
- grading of Highway 20X from Sylvan Lake south to Highway 11X
- base course on Highway 22 from Highway south of SR 616
- grading and paving of Highway 21 from south of Bashaw to the junction of Highway 53 which included the Bashaw access road
- base course on Highway 53 from west of Forestburg to west of the Battle River
- base course on Highway 56 from south of Edberg to Highway 13
- base course on access to Buck Lake from Highway 13
- base course on the park access from the Big Knife Provincial Park to SR 855.

Pavement overlay on:

- Highway 13 from the junction of Highway 36 to Lougheed
- Highway 2 from 32nd Street at Red Deer to the Blindman River
- Highway 2A from Ponoka to Hobbema
- Highway 13 from Winfield to west of Westeros Secondary Road:
- grading north east of Coronation on SR 599
- grading six kilometres east of Alliance on SR 602
- base course on SR 834 from Highway 26 to Roundhill
- base course on SR 872 from Highway 13 at Hardisty south to SR 603
- grading and base course from Hardisty north 10 kilometres on SR 881 including the Hardisty railway overpass
- grading six kilometres from Veteran north on SR 884
- grading from Provost south ten kilometres on SR 899
- grading from Red Lodge Park west to the Red Deer River on SR 587
- grading from SR 781 east 3.2 kilometres on SR 592

- grading from SR 595 to Highway 11 on SR 808
- base course from Highway 53 to SR 661 on SR 822.

Resource Roads:

- grading of the Red Deer River Access Road from the Forestry Trunk Road east eight kilometres.

There were approximately 102 kilometres of primary highways, secondary roads and roads carrying resource traffic that were paved, including 87 kilometres that were overlaid under the Pavement Rehabilitation Program. One hundred and fourteen kilometres were completed to a base course stage. One hundred and forty-eight kilometres of primary highways, secondary roads, resource roads and access to Indian reserves and Metis colonies were graded or regraded. Additionally, 47 kilometres of gravel roads received treatment for dust abatement.

The Ponoka Airport overlay was completed and the department provided financial assistance towards the construction of the new terminal buildings at Coronation, Forestburg, Innisfail, and Ponoka.

Regional staff met with rural municipalities and a number of urban communities throughout the fiscal year to review and resolve local transportation issues.

Region 4 (North East)

The 1984/85 construction and maintenance expenditures in the North East Region totalled approximately \$90.7 million.

The following summarizes projects undertaken under the primary highway, secondary road, resource road improvement, twinning, and pavement rehabilitation programs:

- forty-four grading projects for approximately 388 kilometres of construction
- ten base course projects for approximately 142 kilometres
- nineteen paving projects for approximately 224 kilometres
- seven combined grading, base course and paving projects for approximately 85 kilometres
- four grading and base course projects for approximately 30 kilometres.

Some highlights of construction were:

- grading of Highway 17 from Dillberry Lake to junction of SR 610
- completion of base course on Highway 36 from south of the junction of Highway 26 to Viking
- commencement of paving of Highway 36 from north of Viking to the junction of Highway 16
- completion of paving of Highway 41 from north of Battle River to east of Weeks Lake
- commencement of grading and base course on Highway 41 from north of Vermilion to junction of SR 631
- completion of grading of Highway 45 from west of Dewberry to north of Marwayne
- commencement of grading of Highway 45 from the junction of Highway 41 to west of Dewberry
- commencement of base course on Highway 45 from north of Marwayne to the Saskatchewan boundary

- grading, base course, and paving of Highway 16 from east of SR 834 to the junction of Highway 15
- grading, base course and paving of Highway 16 from west of Innisfree to east of Mannville
- grading, base course, and paving of Highway 16 from west of Blackfoot to Lloydminster
- commencement of grading, base course, and paving of Highway 16 from west of Kitscoty to west of Blackfoot
- completion of grading of Highway 36 from east of Kikino to north of Amisk River
- commencement of grading of Highway 36 from junction of Highway 28 to west of Goodfish Lake
- commencement of grading, base course and paving of Highway 41 from south of the North Saskatchewan River to south of Elk Point
- commencement of grading on Highway 55 from the junction of Highway 36 to Huppe Lake
- commencement of grading of Highway 55 from west of Huppe Lake to east of junction of SR 866
- base course on Highway 92 from the junction of Highway 28 to the junction of Highway 55
- commencement of grading on SR 637 from the junction of SR 831 to east of Lamont
- commencement of base course on SR 855 from the County of Lamont boundary to the junction of Highway 16
- paving of SR 881 from Mannville to south of Myrnam
- commencement of grading on SR 893 from north of Vermilion River to the junction of Highway 45
- paving of SR 897 from the junction of SR 614 to SR 619
- completion of grading on SR 646 from the junction of SR 893 to the junction of SR 897
- completion of base course on SR 660 from the junction of SR 882 to east of Franchere Bay
- commencement of grading on SR 866 from south of Beaver River to junction of Highway 55
- regrading and regraveling on SR 615 from the junction of Highway 36 to the junction of Highway 14
- commencement of grading of SR 868 from north of Barragat to west of Tweedie
- grading on SR 381 from Conklin to south of Christina River
- commencement of paving contract on Highway 14 from Bruce to east of Viking
- paving on Highway 28 from the junction of Highway 63 to Warspite.

Grading was completed on 59.5 kilometres of roadway and 786.5 kilometres were gravelled under the improvement district programs.

A Winter Works Program of gravel stockpiling and crushing for major projects scheduled for construction in 1985/86 was undertaken. Approximately 112 203 tonnes of pit run gravel were hauled to stockpile from sources where summer haul is not practical or, in some cases, not possible. Additionally, 1 513 774 tonnes of gravel were crushed and hauled to stockpile sites. As well clearing of 2943 acres of rights-of-way and improvement of sight lines at rural road intersections was undertaken.

Region 5 (North West)

The 1984/85 program in the North West Region had a total budget expenditure of approximately \$126 million for capital construction and maintenance.

The onset of winter weather during October resulted in construction projects being shut down with considerable carryover into the 1985/86 year. However, a substantial program of major highway construction was completed during the year together with some significant developments on the secondary system.

A large maintenance program was undertaken with emphasis being placed around the major urban centres where traffic volumes on primary highways are the highest.

The following were some of the highlights.

- Privatization played a key role in the development of highway maintenance. Campsite maintenance at some 38 department campsites was tendered out to local groups and individuals with a large degree of success and public acceptance.
- A large percentage of primary highway right-of-way mowing was tendered to the private sector for the first time. As expected, there were some start-up problems, however the final results were generally very acceptable.
- The onset of an early winter resulted in additional highway maintenance for snowplowing and ice control with a substantially larger budget being spent on these operations particularly in the usage of sand and salt.
- A large Winter Works Program was undertaken including a number of gravel stockpiling projects and brushing on improvement district roads particularly at intersections. The total value of this program was approximately \$14 million and employed over 400 additional staff on wages for the winter months.
- A significant event was the Papal visit to Edmonton for which District 7 (Edmonton) was given the responsibility of site preparation. An all-weather, fail-safe road and site was prepared using special geotechnical methods and despite some adverse conditions, the preparations were entirely successful.

Major construction projects in the region were as follows:

- Major reconstruction work commenced on Highway 2 north of St. Albert for a four-lane divided highway including an interchange at the junction of SR 635.
- Work continued on Highway 16X from east of the Edmonton city limits to Lake Eden. This is a major component of the Highway 16 upgrading program and the completion of this particular section will be of great advantage to the large amount of commuter traffic travelling to and from the City of Edmonton.
- Two major base course contracts were completed on Highway 32 between Highway 43 and Swan Hills. This work is part of an ongoing program to upgrade this important highway to an all-weather standard.

- Pavement was completed on Highway 32 from SR 748 east of Shining Bank, providing an upgraded connection between Highway 16 east of Edson and Highway 43 at Whitecourt.
- The base course on Highway 22 from Highway 16 north was completed providing another surfaced connection between Highways 43 at Mayerthorpe and 16 at Evansburg.
- A number of pavement overlays were completed in keeping with the department's policy of maintaining the existing system in good condition.
- Work commenced on two airport projects, at Cooking Lake and Calling Lake. Unfortunately, the early winter precluded the total completion of either of these projects.
- A continued emphasis was placed on the upgrading of a large number of secondary roads in the region. Of significance was the surfacing of SR 813 north of Athabasca to Calling Lake. A start was made on surfacing SR 918 from west of Barrhead to Highway 43 at Greencourt.

In recognizing the shift in traffic patterns SR 635 which was previously under municipal jurisdiction, was redesignated Highway 37 from Highway 43 at Onoway to Highway 15 at Fort Saskatchewan. Highway 33 from Highway 43 to Alberta Beach was redesignated as SR 633 to provide continuity to this route.

Region 6 (Peace)

In the 1984/85 season the Peace Region had a large construction program which was partially realized before the onset of winter on October 11, 1984. The longer winter required considerable extra maintenance effort on the primary system and on roads in the improvement districts. The total expenditure for all construction and maintenance activities in the region was approximately \$166.4 million.

Some of the significant projects undertaken were:

- Repair of a major slide area on the East Peace River Hill.
- Pavement overlay on Highway 2 from Whitelaw to Fairview.
- Paving completed on Highway 33 from south of Adams Creek to Highway 2. This project also included major reconstruction and paving of the main street in Kinuso.
- Grade widening and paving completed on Highway 34 from Highway 2 (Grande Prairie) to west of SR 670.
- Grading on Highway 40 from south of the Kakwa River to south of the Wapiti River. Most of these projects were not completed.
- Clearing on Highway 40 from McIntyre Mine to south of the Kakwa River with the exception of a 16 kilometre section.
- Base course on Highway 58 from Comet Airstrip to west of Sousa Creek.
- Grade widening and base course started on Highway 59 from La Glace to Highway 2.
- Base course completed on Highway 64 from south of Worsley to SR 726.

- Paving on SR 666 from west of Grovedale to south of Grovedale.
- Base course on SR 744 from SR 676 to the Little Smoky River.
- Paving completed on SR 697 from La Crete to south of Ft. Vermilion.
- Paving on SR 754 from Wabasca south seven kilometres as well as the Wabasca Airport and the local road joining the communities of Desmarais and Wabasca.

Under the Winter Works Program, gravel stockpiling and crushing, as well as the clearing of rights-of-way on the region's road network was successfully undertaken for an approximate total expenditure of \$26.8 million.

Region and district personnel continued to liaise with elected councils on a regular basis to maintain a close working relationship concerning local transportation issues.

REGIONAL ADMINISTRATION

1984/85 Fiscal Year Expenditure

REGION		
1 Regional Office	\$	533 571
District 1		402 087
District 2		418 723
2 Regional Office		800 508
District 3		327 459
District 4		539 864
3 Regional Office		642 619
District 5		300 466
District 6		430 655
4 Regional Office		561 722
District 10		470 813
District 11		493 341
5 Regional Office		750 366
District 7		602 376
District 8		538 979
District 9		441 388
6 Regional Office		513 060
District 12		363 623
District 13		472 186
District 14		458 777
District 15		327 730
HEAD OFFICE EDMONTON		
Aviation		325 730
RTS-H-O Safety Program		164 317
Operations Admin.		668 039
	\$	11 547 868

CONSTRUCTION PROGRAMMING

1984/85 Fiscal Year Expenditure

Director's Office	\$	186 255
Program Management		800 488
Program Development		390 490
Municipal Services		172 626
Aviation Programming		53 751
	\$	1 603 610

URBAN TRANSPORTATION AND PLANNING DIVISION

**Urban
Transportation
Branch** 52
M.M. Duncan
Executive Director

Planning
K.E. Howery
Executive Director

**Operational Planning
Branch** 49
R.J. Sawchuk
Director

**Systems Planning
Branch** 51
G. Halls
Director

The *Urban Transportation and Planning Division* is responsible for providing financial assistance to major urban areas and for transportation planning assistance to both the department and municipal authorities throughout the province. The duties are carried out through three major branches: Urban Transportation, Systems Planning and Operational Planning.

Urban Transportation distributes funding assistance to the 15 Alberta cities and provides an engineering resource to these urban communities.

The Systems Planning Branch monitors provincial traffic volumes and provides detailed volume projections used to establish highway capacities and standards.

The Operational Planning Branch provides route location reports and functional design criteria required for detailed design work.

Operational Planning Branch is responsible for providing support services to the department in principally two areas:

- location services
- design and environmental services.

The majority of work undertaken in these areas is provided to the department's Engineering and Regional Transportation Divisions for detailed design and project implementation.

An important aspect of the branch's activities is the referral process which involves interaction with other branches and divisions within the department, with other government departments, planning agencies and the general public in reaching agreement on the standards, alignments and specific design feature of a project.

Emphasis has been placed on computer application to the various tasks within the branch in order to improve overall efficiency.

The financial administration for Referral Services has been handled by this branch.

Specific project, quantities of work completed and a financial report are outlined in the following under the respective section headings. A report is also included in this regard for Referral Services.

Location Services

This section provides road corridor and alignment studies, location surveys and photogrammetric services for primary, secondary, and selected other roads. Highlights of the work completed follow.

Location Studies

Studies were completed on 60 projects and another 135 projects were underway at the end of the reporting period. Some of the major projects completed were:

- Highway 16 from west of Wildwood to Entwistle
- Highway 21 from junction of Highway 42 to north east of Delburne and from north of Bashaw to junction of Highway 13
- Secondary Road 951 from junction Highway 22 to north of Leslieville
- Forestry Trunk Road from junction of Highway 40 to north of Microwave Tower and from junction of Canfor Road to junction of the East/West Connection
- Highway 40 from Sheep Creek to South of Kakwa River

Location Surveys

Surveys were completed on 19 projects totalling 191 kilometres including:

- Highway 40 from south of McIntyre Mine to Katwa River (three projects)
- Swan Hills Special Waste Site Access
- Secondary Road 686 from Cadotte Lake to junction Highway 67
- Salisbury/Harold Creek Road.

Survey staff from the regions assisted in several of the projects.

Photogrammetric Services

New contour mapping of 72 272 acres was produced on the interactive graphics system and additionally 30 000 acres of existing Imperial mapping was digitized to produce maps in metric format.

Details of work performed are:

- 48 082 aerial photography prints obtained
- 6526 kilometres of new photography by contract
- 763 kilometres of orthophoto mosaics produced
- 23 111 kilometres of standard mosaics constructed
- 305 kilometres of photo control surveyed on 20 projects
- 102 272 acres of contour mapping completed.

Design and Environmental Services

This section provides preliminary engineering, landscape, and environmental plans and studies.

Preliminary Design

Preliminary designs and revisions were completed for 17 interchanges, 16 intersection improvements, 20 access control plans and revisions and five access control reports. Twenty-three projects involving utility integration, boundary rationalization, development and engineering review associated with the Edmonton and Calgary ring roads were completed. Sixty-one other projects such as engineering reviews, cost estimates, traffic studies and analysis, minor geometric design research, and other miscellaneous projects were completed. Projects underway at end of period numbered 89.

Some of the major projects completed during the fiscal year include:

- preliminary design for future interchanges at the junction of Highway 1 and SR 884 near Suffield, Highway 16 and SR 631 near Royal Park, Highway 16 and SR 870 near Minburn, Highway 21 and Baseline Road near Sherwood Park and Highways 43 and 18 near Greencourt.

- preliminary plans for intersection improvement designs for Highway 2A and 54th Street in Ponoka, Highway 16 and Switzer Drive in Hinton, Highway 22 and Westbrook School, Highways 41 and 28 north of Elk Point, Highway 43 and SR 658 near Bluebridge and Highway 63 and the Suncor access north of Fort McMurray.
- preliminary design and reports for expanding Highway 1 from SR 875 to SR 884, Highway 3 from Coaldale to Cranford, and Highway 39 from Leduc to Calmar to a multilaned divided standard with limited access. Work is also being advanced on plans for the multilaning of Highway 2A, Blackfalds to Red Deer, Highway 15 junction of Highway 28A to Fort Saskatchewan, Highway 22X, junction of Highway 2 to Priddis corner, and Highway 28, Edmonton city limits to the junction of Highway 37. Access control plans are also being developed for Highway 2 between Red Deer and Airdrie and for the Highway 16 first stage alternate route near Vegreville.
- preliminary access control plans and plan revisions to primary highways in urban areas of Taber, Hobbema, Crossfield, Blackfalds, Bassano, Lacombe, Red Deer and Elk Point.
- revisions and engineering input to consultant's design for highway access to Highway 1 Olympic Site near Calgary, Highway 2 Truck Stop near Nisku, Highway 2 Tourist Information Centre near Edmonton, Highway 22 in Drayton Valley, and Highway 28 in Grand Centre.
- continued liaison work for rationalization of the transportation and utility corridor, the integration of the adjacent land use and utility requirements with the Calgary and Edmonton ring roads.
- continued liaison with the City of Edmonton in reviewing design work and standards prepared by consultants for the Edmonton ring road.

Landscape Design

Landscape design plans, specifications and field assistance were completed for 14 projects. Work underway at end of the period involved 15 projects. Major projects completed during the period include:

- landscape design plans for the Valleyview Rest Area on Highway 43, the proposed rest area on Highway 1 near the junction of Highway 22, the proposed rest stop on SR 541 near Longview, and a proposed rest area on SR 541 near the Forest Reserve Boundary.
- landscape design plans for Highway 16 in Hinton, Highway 2 median area site north of St. Albert, and Highway 3 vehicle inspection station site near Burmis.
- final landscape details and field supervision for the completion of landscaping at the Crossfield Rest Area on Highway 63.

Environmental Design

Preparation of environmental mitigation plans and reviews of environmental plans, documents, and other projects were completed for eight projects. Ongoing field monitoring of the environmental component of six highway contracts was provided throughout the construction period.

Ongoing committee work was completed and input provided to the Fish Habitat Protection Committee, the E.N.R. Road Referral updating, the Fishways Working Group, the Kananaskis Country Environmental Monitoring Committee, and the Bio-Engineering Research Project. Work is being advanced on monitoring environmental concerns on the remaining contracts on Highway 40 and the reconstruction projects on the Forestry Trunk Road.

Design and Drafting Services

Design and drafting was completed for 22 location study reports, six access control reports, and approximately 95 other preliminary design and landscape plans. Approximately 950 kilometres of highway strip mosaics have been updated for branch and departmental use. Staff training is being advanced on the inter-graphics terminal and some projects are now being totally designed and drafted on the inter-graphic system.

Referral Services

The function of Referral Services is to provide technical information to the regional and district offices to assist them in the administration of the department's responsibilities concerning roadside development. Other branches and external government agencies are also provided with information and planning expertise as required.

Referral Services administers the department's approval of utility placements along the primary highway system under terms of the Public Highways Development Act, Pipeline Act and the Water, Gas, Electric and Telephone Companies Act. Utility companies and owners are advised of future highway improvements to minimize costly relocations of facilities. Standards for utility installations are developed and maintained to protect the highway plant and road user.

ALBERTA TRANSPORTATION OPERATIONAL PLANNING BRANCH

Expenditures for the Year Ended March 31, 1985

OPERATIONAL PLANNING ADMINISTRATION	
Administration Services	\$ 240 031
General Office Services	116 415
	\$ 356 446
DESIGN AND ENVIRONMENTAL SERVICES	
Administration	\$ 72 894
Functional Design	395 636
Drafting Services	514 394
	\$ 982 924
LOCATION SERVICES	
Administration	\$ 577 304
Location Studies	315 971
Photogrammetry Mapping	159 140
Photogrammetry Airphoto Services	379 887
Reconnaissance, Location & Control Surveys	831 253
	\$ 2 263 555
REFERRAL SERVICES	
Administration	\$ 80 841
Utility Permits & General Services	113 487
	\$ 194 298
	\$ 3 797 223

Systems Planning Branch carried out comprehensive planning and provided information and analytical services to the department's divisions. This included forecasting future transportation needs and alternative means of meeting those needs.

Present transportation demand is quantified through an extensive system of traffic counts and special surveys. In 1984/85 there were 97 permanent mechanical traffic counting sites on the rural system which count traffic 24 hours a day, 365 days a year. Also 403 portable mechanical traffic counting sites which monitor traffic on a sampling basis throughout the year, and 597 sites at which manual counts, turning movements and classified information was obtained.

Indicators of how people, their developments and activities generate transportation demand are found through extensive liaison with other federal and provincial governments and agencies, and the private sector. Their forecasts of future levels of socio-economic activity are used to expand the correlation of existing traffic to existing activity into forecasts of future transportation requirements.

A number of studies included: The Impact of Agricultural Expansion East of Manning, Lac La Biche-Conklin Area Study, East Central Development Brief (Lloydminster-Cold Lake), Rail Line Abandonment and Freight Impacts Upon Grain Haul, Area Market Road Studies, Eastern Slopes Area Development Summary, Red Earth Area Development Report, and the SR 686 Cadotte/Little Buffalo Area Development Report. In addition, the branch participated in a number of integrated resource plans and economic feasibility studies for these plans. The bulk of planning studies focused upon the assessment of municipal requests for system changes to secondary roads and primary highways.

Monitoring existing traffic indicated that the downward trend, which became evident in 1982, levelled off in 1984. The socio-economic forecasts indicate, for the first time since 1982, that personal travel and transportation of goods are returning to a stable positive growth rate.

There were 26 special surveys of travel characteristics. The following indicate some of the general characteristics of summer travel on the rural highway system.

Trip Purpose:	
Work	16%
Business	43%
Social/Recreational	30%
Other	11%
Vehicle Type:	
Passenger Vehicles	84%
Recreational Vehicles	2%
Trucks	13%
Other	1%
Vehicle Registration:	
Alberta	93%
British Columbia	2%
Saskatchewan	1%
Other	4%
Other Occupancy:	
Passenger Vehicle	1.8
R.V.'s	2.2
Trucks	1.2

One of the special surveys was a unique driver perception survey of traffic operations on two-lane highways. Drivers on Highway 2 south of Nanton were very generous and helpful, sharing their perceptions for use in Alberta's examination of passing lanes, and in the Road and Transportation Association of Canada's forthcoming manual on two-lane highway capacity.

During the reporting period Urban Transportation was responsible for allocating more than \$150 million to Alberta cities under the Urban Transportation Program. In 1984/85 the program had eight components, designed to provide assistance to cities for capital and operating costs incurred in the development and operation of effective roadway and public transit systems. This was the final year of a six year program. A new three year program was announced in November of 1984 and became effective on April 1, 1985.

Fourteen cities and the County of Strathcona (Sherwood Park) received urban transportation assistance in the 1984/85 fiscal year. The total funding provided to each jurisdiction was as follows.

Airdrie	\$ 252 155
Calgary	51 071 292
Camrose	1 218 095
Drumheller	986 125
Edmonton	51 716 802
Fort McMurray	2 563 940
Grande Prairie	2 177 459
Leduc	916 692
Lethbridge	25 623 317
Lloydminster	2 537 384
Medicine Hat	3 415 717
Red Deer	3 754 927
St. Albert	3 061 967
Wetaskiwin	785 384
County of Strathcona (Sherwood Park)	803 634*
	\$ 150 884 890

* In 1984/85, the County of Strathcona received transit related grants only under the Urban Transportation Program for the transit system in Sherwood Park.

Details of grants made during 1984/85 for each of the eight programs are outlined in the following sections.

PUBLIC TRANSIT CAPITAL PROGRAM

Airdrie	\$ 200 000*
Calgary	27 500 000
Camrose	85 000
Drumheller	50 000
Edmonton	25 000 000
Fort McMurray	295 000
Grande Prairie	200 000
Leduc	83 000
Lethbridge	600 000
Lloydminster	55 000
Medicine Hat	417 000
Red Deer	442 000
St. Albert	505 000
Wetaskiwin	65 000
County of Strathcona (Sherwood Park)	505 000
	\$ 56 002 000

* PTC special assistance to upgrade Airdrie's existing transit garage.

Funds assist cities in developing and maintaining public transit services. In the reporting period, projects approved for funding included design and construction of transit facilities, including LRT, and purchase of transit vehicles and other equipment.

ARTERIAL ROADWAY CAPITAL

Calgary	\$ 14 000 000
Camrose	1 021 800 *1
Drumheller	853 000 *2
Edmonton	15 300 000 *3
Fort McMurray	1 850 000
Grande Prairie	1 610 000
Leduc	755 000
Lethbridge	3 550 000
Lloydminster	2 394 800 *4
Medicine Hat	2 350 000
Red Deer	2 600 000
St. Albert	2 074 000
Wetaskiwin	611 500
	\$ 48 969 900

*1 Includes \$243 000 special arterial roadway assistance for Camrose Drive.

*2 Includes \$455 000 for construction of a truck arrestor bed on Highway 9.

*3 Includes \$1 300 000 special assistance for construction of an access road to Alberta Terminals Ltd.

*4 Includes \$1 825 000 special arterial roadway assistance for Highway 16.

Eligible projects include functional planning, design, construction and land acquisition for major arterial roadways that are extensions of, or support, the primary highway system and which are on a city's transportation system bylaw.

MAJOR CONTINUOUS CORRIDORS PROGRAM

Edmonton	\$ 3 000 000 *
Lethbridge (Crownest Trail)	20 600 000
	\$ 23 600 000

* This \$3 000 000 was provided to the city for design of the outer ring road.

This program promotes the development of a high-standard major continuous road through a city. For a roadway project to be eligible, the route must be (in order of priority): the urban portion of a primary provincial highway, or a route which connects primary provincial highways, or a part of a city's connection to primary provincial highways.

RAILWAY/HIGHWAY GRADE SEPARATION STRUCTURES PROGRAM

Calgary	\$ 585 000
Edmonton	269 000
	\$ 854 000

Funds provided assist design and construction of railway/highway separation structures that promote efficient traffic operations and improved safety.

TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM

Calgary	\$ 1 349 000
Camrose	33 000
Drumheller	19 000
Edmonton	1 349 000
Fort McMurray	74 000
Grande Prairie	66 000
Leduc	38 000
Lethbridge	151 000
Lloydminster	21 000
Medicine Hat	101 000
Red Deer	111 000
St. Albert	83 000
Wetaskiwin	25 000
	\$ 3 417 000

This program promotes and financially assists with spot improvements that aid in the implementation of more effective and safer transportation systems.

RESEARCH AND DEVELOPMENT PROGRAM

Calgary	\$ 330 332
Camrose	8 537
Drumheller	22 073
Edmonton	266 062
Fort McMurray	0
Grande Prairie	1 419
Leduc	0
Lethbridge	18 757
Lloydminster	72
Medicine Hat	3 024
Red Deer	12 027
St. Albert	2 877
Wetaskiwin	0
County of Strathcona (Sherwood Park)	994
	\$ 666 174
Multi-jurisdictional Projects	6 270
	\$ 672 444

Funds provided assist in conducting research activities aimed at providing more efficient urban transportation. Major projects funded in the reporting period included:

Calgary

Benkleman Beam/Dynalect Study, Evaluation of Silica Fume Concrete, 7 Avenue S. Corridor Operations Study (LRT), Computer Assisted Mapping and Frozen Ground Excavation Techniques in Urban Roadways.

Edmonton

Volvo Interactive Planning System, Employment Study, 1984 Travel Study, Parking Management System and Transit Network Data Management and Analysis.

Other Cities and the County of Strathcona

- Alternative Pavement Design in Red Deer
- Transportation System Study Review for Camrose
- A Transportation Study Update for Drumheller.

In addition, a major component funded for all the cities is the sponsorship of transit/roadway personnel in specialized technical or administrative programs.

GRANTS-IN-LIEU OF PUBLIC TRANSIT OPERATING PROGRAM

Airdrie	\$ 52 155
Calgary	6 206 920
Camrose	25 618
Drumheller	13 342
Edmonton	5 600 850
Fort McMurray	344 940
Grande Prairie	240 760
Leduc	24 942
Lethbridge	580 860
Lloydminster	18 452
Medicine Hat	414 493
Red Deer	502 570
St. Albert	350 320
Wetaskiwin	20 044
County of Strathcona (Sherwood Park)	297 640
	\$ 14 693 906

This program provides grants toward public transit operating costs, including contributions to transit services for disabled and senior citizens. Grants were based on \$10.00 per capita to urban areas with approved public transit services and \$2.00 per capita to cities without approved public transit services.

PRIMARY HIGHWAY MAINTENANCE PROGRAM

Calgary	\$ 1 100 040
Camrose	44 340
Drumheller	28 710
Edmonton	931 890
Grande Prairie	59 280
Leduc	18 750
Lethbridge	122 700
Lloydminster	48 060
Medicine Hat	130 200
Red Deer	87 330
St. Albert	46 770
Wetaskiwin	63 840
	\$ 2 681 910

These grants are provided to assist in the maintenance of primary provincial highway routes within the cities. During the reporting period the provincial contribution was \$3 000 per lane-mile of eligible roadway.

**ALBERTA MOTOR
TRANSPORT BOARD**

**Motor Transport
Branch**

59

H.K. Walker
Executive Director

The Alberta Motor Transport Board is a body corporate, as constituted under the Alberta Motor Transport Act. As a quasi-judicial tribunal, the Board deals with intra and extra-provincial motor carrier and bus matters. When dealing with extra-provincial matters, the Board takes a delegated authority to act as a federal Board from the Motor Vehicle Transport Act (Canada).

Effective April 1, 1984 the Motor Transport Board and the Motor Transport Branch were reorganized into two separate operating units of the Transportation Department, with the Board reporting to the Minister and the Branch reporting to the Deputy Minister.

This reorganization resulted in a Board/staff structure of three full time Board Members and a management/clerical support staff of 13.

With the former chairman's retirement on March 31, 1984 the Board's Vice-Chairman, Gordon Bellingham, was appointed as Acting Chairman, effective April 1, 1984. On October 1, 1984 Carl Procuik was appointed as the Board's new Chairman and Mr. Bellingham returned to his position of Vice-Chairman.

The Board, as of March 31, 1985 consisted of the following members:

- C. Procuik, Chairman and Member
- G.I. Bellingham, CITT, Vice-Chairman and Member
- R.N. McGregor, Member
- R.M. West, Member
- L. Hollinger, Member
- N. Clauson, Member
- J. Banfield, Member
- J. Channon, Member

During the fiscal year 1984/85, Alberta continued to provide strong support on initiatives for the regulatory reform of the extra-provincial trucking industry in Canada to the Council of Ministers Responsible for Transportation and Highway Safety.

The Council of Transportation Ministers, at its February, 1985 meeting, agreed through a Memorandum of Understanding, that "an efficient and reliable national motor carrier transportation network is essential to the economic and social well-being of all regions of Canada;" and that "entry into the motor carrier industry should place primary emphasis on the users of transport services." To accomplish these objectives, the Ministers agreed "to undertake the study and implementation of reforms to the regulation of extra-provincial trucking so as to create a transportation industry serving the best interests of the nation." Emphasis was given to harmony and consistency between all jurisdictions but did not preclude regional or individual initiatives.

The *Motor Transport Board* has already implemented a number of the Ministers' directives, and continues to streamline its application process to reduce the time and cost burden to motor carriers. In concert with other Provinces and Territories, the Alberta Board has targeted for full implementation of all the Ministers' reform initiatives. Alberta will strive for

uniformity and compatibility in the implementation timetable with all other jurisdictions.

The reform initiatives have already resulted in the number of formal public hearings being reduced. To further reduce the carrier's cost in the hearing process, the Board has held the majority of its hearings away from its headquarters in Red Deer. Whenever possible, the Board's hearings are held at the location of or in close proximity to the applicant's residence; i.e., Lethbridge, Calgary, Edmonton, Medicine Hat, Lloydminster, Beaverlodge and Saskatoon.

In 1983, the United States Federal Government imposed a truck users' fee, known as the "Heavy Vehicle Use Tax." Alberta motor carriers operating into the U.S., were liable for this tax, due to Alberta's participation in the International Registration Plan, while carriers from all other Canadian Provinces/Territories (except British Columbia) were not liable for assessment of this U.S. tax.

Working through External Affairs Canada, Alberta strongly lobbied U.S. officials on behalf of Alberta motor carriers, to have our carriers exempted from this tax. Alberta's efforts culminated in this matter being discussed at the Quebec Summit in March, 1985 and the announcement that President Reagan had advised Prime Minister Mulroney that the Heavy Vehicle Use Tax would be suspended for Alberta and British Columbia carriers. This suspension has resulted in an estimated saving to Alberta carriers of up to one-half million dollars per year (U.S. Funds).

At the direction of the Council of Transportation Ministers, the Board continues to work through the Canadian Conference of Motor Transport Administrators (CCMTA), to achieve regional and national uniformity in the implementation of regulatory reforms for the trucking industry.

EXTRA-PROVINCIAL OPERATING AUTHORITIES, 1984/85

	APPROVED	DECLINED	TABLED	WITHDRAWN	CANCELLED
New Applications					
Motor Carrier	180	10	4	1	—
Bus	11	1	5	1	—
Amendments					
Motor Carrier	441	18	—	—	—
Bus	7	2	3	—	—
Transfers					
Motor Carrier	75	—	—	—	—
Bus	1	—	—	—	—
* Cancellations					
Motor Carrier	91	—	—	—	—
Bus	1	—	—	—	—
Temporary Authorities					
Motor Carrier	2100	17	6	2	—
Bus	4	—	—	—	—
Reinstatements					
Bus	2	—	—	—	—

* Cancelled for non-payment of prorated fees, no insurance, no longer needed, dormant authority.

OPERATING AUTHORITY CERTIFICATES 1984/85

INTRA-PROVINCIAL OPERATING AUTHORITY (BUS)	
Class A Charter Service	23
Class B Charter Service	39
Class C Charter Service	44
* Class D Charter Service	14
Intra-Provincial Public Bus Route Certificates	138

* Class D Charter classification (charter bus operations that are publicly funded in whole or in part) was established, as the result of government initiative, on January 6, 1984 to deregulate the Alberta intra-provincial charter bus industry.

Seven increases in public bus tariffs were approved and two changes in schedules were approved.

PERMITS ISSUED, 1984/85

TYPE OF PERMIT	NO. ISSUED/ APPROVED
Liveryman's Certificates	270
Drive-Yourself Certificates	197
Bus Single-Trip Permits	631
MTB 18 (Bus) Private Bus Permits	822
MTB 19 (Bus) Special or Single Trip Permits	267
MTB 85 (Bus) Equipment Exemption Permits	47

The Motor Transport Branch reports to the Deputy Minister, Alberta Transportation. Section 35(3) of the Motor Transport Act authorizes the Board to delegate to the Director of the Motor Transport Branch the power to make any of the orders listed in Section 35(1) of the Act. By virtue of this authority, subsections (n), (o), (p), (q), (r), and (s) of 35(1) have been delegated to the Motor Transport Branch.

To achieve its goal of maximum use of the highway system while ensuring highway plant protection and safety considerations, the Motor Transport Branch is divided into five sections: Transport Field Operations, Transport Engineering, Finance and Administration, Operating Authority Administration, and Communications, Research and Training.

Transport Field Operations

Transport Field Operations (TFO) has eight regional offices and 19 vehicle inspection stations (VIS) located throughout the province. As part of this branch's goal to "provide service to the transport industry" and its philosophy of "enforcement without prosecution," TFO officers perform inspections and issue permits. During this reporting period, 437 off road investigations were conducted on carriers by a team of four special investigators.

To ensure consistency in the application of regulations, policies and procedures by all TFO personnel, in-house training courses, as well as communication and assertiveness seminars are held on an ongoing basis.

During the fiscal year, 1984/85 Transport Field Operations collected in excess of \$3.3 million in permit fees.

Transport Engineering

Transport Engineering is responsible for developing regulations, policies and procedures for the use of transport equipment by the trucking industry that will maximize highway use, within reasonable safety limits, and minimize highway wear. In this connection, Transport Engineering is involved with the Roads and Transportation Association of Canada (RTAC) Study in the development of equipment standards across Canada.

During the reporting period, Transport Engineering:

- initiated 32 general road ban orders to protect weakened roadbeds
- issued 14 235 fee permits and 11 463 special and over-dimensional permits, which can be issued only from the Red Deer office because of their special nature (self-issuing permits, pipeline loop permits, and special equipment permits)
- through audit control, monitored all overload permits issued to maintain origin and destination control on all major equipment requiring such permits
- continued to computerize, for immediate access, the bridge evaluation program, designed to provide overload capacities on all bridges in Alberta.

The Engineering Branch continues to revamp and streamline regulations and policies in keeping with the move to regulatory reform and continues to provide advice to all segments of the transport industry on equipment standards and load distribution capabilities.

TRANSPORT FIELD OPERATIONS

LOCATION	VEHICLES WEIGHED	VEHICLES CHECKED	INFRACTIONS	FEE PERMITS	NON-FEE PERMITS	HOURS OPEN	TOTAL FEES
Acheson	89 703	6 444	888	7 172	2 396	6 184	\$ 269 769
Ardrossan	44 254	5 082	281	826	495	3 286	22 547
Balzac	104 989	16 143	2 172	5 178	1 545	5 460	165 518
Calgary (O)	—	—	—	3 864	2 307	2 046	86 712
Coats	90 229	22 851	1 338	7 996	2 292	6 610	118 765
Dunmore	49 426	3 690	196	20 188	1 431	6 832	182 516
Edmonton (O)	—	—	—	2 013	4 477	3 435	718 584
Burns	32 565	13 540	864	627	1 149	6 328	49 177
Grande Prairie (O)	—	—	—	7 788	606	1 805	22 096
Grande Prairie	34 721	1 881	514	4 688	1 350	5 314	198 520
Grimshaw	17 501	1 428	1 251	2 561	2 017	2 375	153 070
Hinton	25 940	2 294	118	4 896	861	4 933	61 267
Jumping Pound	68 416	18 041	891	1 869	1 522	7 702	223 630
St. Paul (O)	—	—	—	6 069	546	1 882	47 783
Leduc	87 246	3 354	2 482	2 265	2 421	6 277	227 879
Lethbridge (O)	—	—	—	1 533	1 214	2 062	35 380
Morrin	10 787	2 332	132	7 000	330	1 710	37 589
Red Deer	4 232	842	2	3 427	750	3 046	161 009
Radway	36 696	4 035	832	87	1 175	6 054	129 348
St. Albert	4 065	321	16	1 571	49	399	1 144
Strathmore	44 909	6 334	285	6 158	357	3 148	59 908
Vermilion	93 827	5 132	368	5 323	1 589	6 066	122 971
Whitecourt	90 006	6 352	899	4	1 361	5 589	180 406
Cochrane	—	304	17	1 245	3	24	92
Demmitt	5 333	669	87	—	170	117	34 272
	844 847	121 057	13 663	104 467	32 433	98 654	\$ 3 308 926

(O): Office

Finance and Administration

The Finance and Administration Section delivers and maintains administrative support services and manages financial programs on behalf of the operating arms of the Motor Transport Branch and the Motor Transport Board.

Finance

During the reporting period, this section co-ordinated the preparation of and support for the annual operating budget for both the Motor Transport Branch and the Motor Transport Board. Support was provided to all operating sections to ensure maximum utilization of available funding.

In addition, all operating expenditures for all offices of the Motor Transport Branch and the Motor Transport Board are processed through the Red Deer office.

Cash management systems, controls and reporting procedures were constantly monitored to ensure continued accurate reporting and reconciliation of the \$657 184 generated through cash sales of various revenue permits at all field offices of the Motor Transport Branch. An overload permit charge account system was maintained on behalf of some 450 major carriers. This system allows carriers to charge fee permits on a daily basis and receive one monthly invoice for all fee permits acquired. During the fiscal year, receivables administered through the overload permit account system totalled \$2 958 319 on the sale of 92 036 fee permits.

All revenues due the Motor Transport Branch, as identified and invoiced by the Prorate Section of the Motor Transport Branch, were processed through the banking system and reported to Treasury. Total revenue processed through the Motor Transport Branch banking system for prorate services totalled \$1 941 300.

Administration

General administrative support was provided on behalf of the Motor Transport Branch and the Motor Transport Board through continued development and delivery of programs in the areas of procurement, asset and inventory control, word processing services and records management.

SALES JOURNAL 1984/85

DATE	MVD FEES	EXTENDED CDN.	LICENCES AMER.	OVERWEIGHT CDN.	PERMITS AMER.	BACKING PLATES	GAIN ON FOREIGN EXCHANGE	TOTAL FEES	ON ACCOUNT EXTENDED LICENCES OVERWEIGHT	
April/84	\$ 288	\$ 37 887	\$ 5 742	\$ 10 721	\$ 31	\$ 1 766	\$ 1 625	\$ 58 059	\$ 997	\$ 131 486
May/84	194	37 401	4 457	11 996	285	516	1 431	56 279	948	151 393
June/84	98	33 074	4 174	14 762	158	612	1 313	54 190	941	203 728
July/84	254	34 909	3 308	15 562	19	1 305	1 099	56 456	1 959	211 904
Aug/84	183	36 562	98	12 794	—	570	93	50 299	2 468	251 625
Sept/84	820	31 995	169	13 959	—	330	178	47 451	2 368	204 946
Oct/84	830	34 621	120	19 011	—	276	192	55 051	2 127	287 260
Nov/84	600	33 133	20	28 934	—	414	237	63 338	2 182	312 379
Dec/84	495	25 352	57	19 982	168	522	202	46 779	1 380	240 237
Jan/85	750	32 631	120	20 035	—	639	255	54 430	1 529	296 377
Feb/85	455	29 589	116	18 628	—	582	335	49 704	1 428	296 415
Mar/85	725	41 848	120	19 666	—	2 088	502	65 149	3 242	351 562
	\$ 5 692	\$ 409 002	\$ 18 501	\$ 206 250	\$ 661	\$ 9 620*	\$ 7 462	\$ 697 189	\$ 21 569	\$ 2 941 312

* Includes fees for In-Transit permits on behalf of Alberta Solicitor General's Motor Vehicles Division.

Operating Authority Administration

Operating Authority Administration is responsible for the prorationing of licence fees and issuing intra-provincial operating authority certificates (truck) and documentation related thereto. On April 1, 1984 this section assumed responsibility for issuing, upon Board direction, all extra-provincial truck and bus operating authority certificates. During the reporting period, a policy of issuing operating authorities for three years, as opposed to one year, was implemented.

Through this section, the province negotiates and maintains reciprocal licensing arrangements for commercial motor vehicles on an interprovincial and international basis. Alberta now participates in three commercial vehicle licensing reciprocity agreements in Canada and the United States. The three plans and their respective memberships are:

International Registration Plan (IRP)

Alabama	Louisiana	Oregon
* Alberta	Minnesota	Pennsylvania
Arizona	Mississippi	South Dakota
Arkansas	Missouri	Tennessee
Colorado	Montana	Texas
Idaho	Nebraska	Utah
Illinois	North Carolina	Virginia
Iowa	North Dakota	Wisconsin
Kansas	Oklahoma	Wyoming
Kentucky		

NOTE: The States of California, Connecticut and Michigan have been approved for entry into IRP, effective the 1985 licence year.

* Alberta is the only Canadian jurisdiction that holds membership in IRP.

Uniform Vehicle Registration Proration and Reciprocity Agreement (Western Compact)

* Alaska	Iowa	* New Mexico
Alberta	Kansas	North Dakota
Arizona	Minnesota	Oregon
* British Columbia	Missouri	South Dakota
* California	Montana	Utah
Colorado	Nebraska	* Washington
Idaho	* Nevada	Wyoming
Illinois		

* Members of Uniform Agreement only.

Canadian Agreement on Vehicle Registration (CAVR)

Alberta	Ontario	Nova Scotia
British Columbia	Quebec	Newfoundland
Saskatchewan	New Brunswick	Prince Edward Island
Manitoba		

Details of permits and certificates issued and revenues received on behalf of the Board are shown below.

COMMERCIAL LICENCING RECIPROcity 1984/85 (IRP, WESTERN COMPACT AND CAVR)

	NO.	REVENUE
Vehicles prorated	40 213	\$ 1 880 840*
Cab cards issued	12 634	90 960
Backing plates	3 583	\$ 9 578

* Prorated licence fees from non-resident carriers only.

Prorated licence fees from Alberta residents for the 1984/85 fiscal year, paid directly to the Motor Vehicles Division of Alberta Solicitor General, totalled \$2 392 766 which covered 10 323 prorated vehicles, and are not included in the above figures.

OPERATING AUTHORITY CERTIFICATES 1984/85

Intra-Provincial (Truck)	
New Applications	2547
Amendments	243
Transfers	9
Cancellations	718
Reinstatements	12
Renewals	6220
Dormant Certificates	708
Extra-Provincial	
Certificates Issued	976
Certificates Renewed	463
Certificates Cancelled	91
Private Carriage Identification Cards	
New Applications	8
Cancellations	17
Renewals	569

On February 29, 1985 the Canadian Conference of Motor Transport Administrators (CCMTA) was directed by the Council of Ministers Responsible For Transportation and Highway Safety to develop a proposal for the administrative simplification of the methods used for collecting all truck-related taxes. The program to be developed was to be patterned after the Canadian Agreement On Vehicle Registration (CAVR) in that all highway-use taxes would be collected under one umbrella, using standard measures and fees appropriate to each. In response to this direction, the Standing Committee of CAVR Administrators developed two projects: the Uniform Distance Reporting Project and the Single Cab Card Procedure Project.

Certificate Review

Work continued on developing the Alberta Commodities Index, a standardization of commodity descriptions and definitions applied to all extra-provincial operating authority certificates considered by the Motor Transport Board.

The task of conducting the systematic review of terminology, contained on all extra-provincial operating authorities issued by the Motor Transport Board, continued with 350 completed. Sixty entailed examination for dormancy, which were conducted pursuant to Section 25 of the Motor Transport Act. The remaining 290 were conversions to commodities index terminology.

In September, 1984 the Council of Ministers Responsible For Transportation And Highway Safety agreed to the adoption of the Standard Transportation Commodity Code (STCC) as the uniform method and language by which all Canadian jurisdictions will classify and describe commodities that appear on extra-provincial operating authority certificates. This system will replace Alberta's Commodities Index and will be applied universally across Canada and will necessitate the conversion of all extra-provincial

operating authority certificates to reflect the new commodity code. Work toward this objective is progressing, with a planned implementation date of January 1, 1986.

Communications, Research and Training

This section of the Motor Transport Branch was established on April 1, 1984 and is charged with the responsibility of providing support services to the Board and Branch in the areas of communication, research and training.

Communications

During the fiscal year 1984/85, efforts were directed at establishing an effective communications network with various audiences within the transport industry, public interest groups, government departments and agencies and between Board and Branch. Personnel are available for speaking engagements and transportation-related seminars. Displays are available for trade shows and fairs and topical brochures, pamphlets and posters are distributed from vehicle inspection stations and district offices.

Regulatory changes are co-ordinated by this section and distributed to some 125 user groups.

Research

The Research Section undertakes major and long-term projects on behalf of the Board and Branch which evaluate existing policies, regulations and procedures and determine consequences of proposed changes to various user groups. The section contributes details of the "Alberta picture" to various national and international transportation-related agencies; a case in point being a monthly statistical report on applications for authority sent to the Canadian Conference of Motor Transport Administrators (CCMTA).

During the fiscal year 1984/85, research personnel were deeply involved in developing a cost-benefit analysis, design and a five-year plan in connection with the Solicitor General/Motor Transport Branch Automation Project (developing a common computer data base and communication network with the Motor Vehicle Division). This project is continuing into the program development stage.

Training

The Training Section provides orientation, review and updates education packages, primarily for Board/Branch employees; however, it will respond to invitations from industry and public interest groups for seminar materials of topical interest and displays at trade shows and fairs.

During 1984/85, this section provided an orientation seminar package for four new part-time Board members, prepared a video presentation for the American-based "Crescent Project" (automatic radio transmitter/receiver identification of vehicles) on Alberta's highways, and laid the groundwork for developing a series of topical training packages that are geared to both Board/Branch employees and specific segments of the transport industry.

TRANSPORTATION SAFETY BRANCH

**R.R. Hogg
Director**

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The *Transportation Safety Branch*, the provincial government's traffic safety co-ordinating agency, has been given the responsibility of reducing the number of motor vehicle collisions, injuries and deaths in Alberta.

Over the past year, total collision rates decreased, while fatal collision rates increased. Measured in terms of estimated vehicle-kilometres travelled, Alberta had the second lowest fatality rate in Canada. This low fatality rate may partially be attributed to the branch's safe driving advertising campaigns which promote driver safety consciousness and responsibility. During 1984/85, the Transportation Safety Branch had two province wide safe driving campaigns. "You are a Good Driver...If You Want to Be" ran during the summer months and won the Judges Award of Merit in the Public Affairs - Consumer Education Competition of the American Association of Motor Vehicle Administrators. The second campaign, "Snow How", ran during the winter months and was well received by Albertans.

The branch maintains liaison and undertakes joint projects with other professional international and national traffic safety organizations such as the American Association of Motor Vehicle Administrators, Roads and Transportation Association of Canada, Canadian Conference of Motor Transport Administrators, Canada Safety Council, the Traffic Injury Research Foundation and the Commercial Vehicle Safety Alliance.

The branch contributes expertise to other provincial government departments, agencies, and boards such as the Taxi Driver Safety Commission, the Alberta Research Council, Alberta Solicitor General, the Alberta Alcoholism and Drug Abuse Commission, the Department of Education and the Faculty of Extension, University of Alberta.

Planning and Program Support

Planning and Program Support is responsible for co-ordinating a comprehensive, planned approach for improving traffic safety in Alberta by integrating the three primary components of traffic safety — the driver, the roadway and the vehicle.

Part of this integrated approach involves immediate collection, continual monitoring, and indepth analysis of the causal factors of traffic collisions by the Crash Analysis Unit. During 1984/85, there were approximately 90 000 reported traffic collisions, of which approximately 7000 occurred on primary highways. Based on the thorough analysis of these crashes for road hazards and collision prone locations by the unit, recommendations for improvements to the primary highway system were made by Engineering Services and other countermeasure programs were developed.

The Research Unit provides an in-house consulting and program support service on all aspects of branch traffic safety programs and countermeasures in addition to carrying out high priority research projects. During 1984/85, research projects included: an examination of alcohol-related crashes, a comparison of police reports on alcohol involvement with actual blood alcohol readings, an investigation of the economic implications of raising the minimum drinking age, and an investigation of highway safety trends in the next five years.

A large number of background and support documents were prepared for other government departments, agencies and special interest groups.

For the year ending March 31, 1985 the unit answered approximately 235 statistical/information requests on a wide range of traffic safety topics from the other government departments, special interest groups, the media, and the general public. The requests took approximately 810 manhours to complete and \$15 325 in data processing costs. Although the unit filled approximately 15 per cent more requests during 1984/85 than 1983/84, manhours were down by almost a third and data processing costs were reduced by almost 40 per cent.

During the 1984/85 fiscal year, the Field Services Unit conducted vehicular and pedestrian movement studies at 364 locations throughout the province. In many cases, particular manoeuvres were studied. Special incidents, queue lengths and specific actions were observed in order to give a better understanding of the particular intersections. Also 40 railroad crossings were surveyed for possible increased protection. Photographs were taken at the crossings to view signing and site distances.

The fiscal year also saw 948 speed study locations observed; 556 were monitoring studies and 392 were special studies. The special studies were completed to assist the traffic engineers with their requests.

Some 44 locations were filmed with photographs or taped on video for better illustrations.

To complete a rumble strip study program 14 sites were surveyed to assist the Highways Safety Technologists.

The Administrative Services Unit of Planning and Program Support co-ordinated the administrative, financial and personnel responsibilities of the branch.

Engineering

The road and vehicle aspects of transportation safety are the responsibility of the Engineering Section.

Motor vehicle collision investigation and analysis continues to be a vital engineering function. The identification and treatment of highway locations with a build-up or potential build-up of collisions continues to make a major contribution toward improved roadway safety. Approximately 700 sites were subjected to detailed inspection, review and revision. Locations requiring significant roadway revisions were summarized in the annual Highway Improvement Priority List which is an important reference document for the preparation of the department's construction program. Special attention was directed to reviewing the 282 fatal collisions and 210 construction zone collisions to identify and treat roadside hazards and to determine methods to prevent re-occurrence of these types of collisions.

A major project was undertaken to assist Parks Canada with the identification and treatment of collision locations on highways in the national parks in Alberta. Techniques and systems used for collision analysis were expanded to include the park roads. Parks Canada will utilize reports provided to program highway improvements in the national parks.

A number of specific collision type investigations were continued. A comprehensive analysis of 335 major and minor school bus crashes was completed. Results of this analysis are provided to school bus transportation officials to help them to improve bus safety throughout the province. Findings are also used by the department in developing bus standards, legislation and education programs. A total of 52 other crashes were subjected to indepth investigation to develop a thorough understanding of the factors associated with collisions. These investigations include railway crossing collisions and fatal crashes.

A major function of the section is to provide traffic engineering services to the department. Staff determined the need for and then designed and supervised the installation of nine full traffic control signals and six pedestrian control signals. As well, 47 traffic signals and 31 pedestrian signals were maintained. An annual review of speed limits and speed limit observance on all highways was completed. Detailed analysis resulted in changes in the speed limit at 44 locations.

Twenty comprehensive reports relating to traffic problems were prepared for use by departmental and municipal officials. These reports dealt primarily with traffic control, signing, marking, pedestrian concerns and school bus facilities. In addition 75 spot locations were studied for traffic operation improvements.

Engineering staff regularly review location studies, design plans and engineering standards developed in other branches of the department from a transportation safety and traffic operation point of view.

Traffic engineering staff co-ordinate grade level railway crossing improvements. Applications and other information relating to improvements at 90 crossings were submitted to the Canadian Transport Commission. All crossings on the Canadian Pacific rail line between Edmonton and Calgary were inspected and a comprehensive railway crossing improvement program was developed. The program was implemented in the spring of 1985. A study of high volume railway crossings was undertaken and a list prepared which could be used to determine sites requiring grade separations.

This section also has a responsibility for motor vehicle standards and inspections. In co-operation with Regional Transportation staff 2870 school bus and 640 commercial bus inspections were monitored. Inspections were carried out on 14 774 commercial trucks and trailers at company yards and at vehicle inspection stations and roadside sites. In co-operation with the logging industry 350 logging trucks were inspected.

Vehicle examiners completed comprehensive mechanical inspections on 141 vehicles that had been involved in serious crashes. Information gathered was used by crash investigations and police forces.

A program was established with the Solicitor General's Department to train Alberta Highway Patrol officers to conduct critical item mechanical inspections. Seventy-five patrol officers received classroom instruction and roadside training and guidance.

Engineering staff provided ongoing consulting and advisory services to many parts of the department and the transportation industry. Information gained from crash investigations and vehicle inspections is regularly presented at school bus seminars, logging industry meetings and to fleet operators. As well the staff regularly evaluate the suitability of special truck configurations and bus, trailer and other vehicle standards for the Motor Transport Board. Other technical staff participated in the development of traffic control signs and signals and the development of transportation safety material.

Operator Improvement

The Operator Improvement Section provides a number of administrative functions within the branch but its primary objective is to provide traffic safety education to the public.

Handouts on traffic safety information are prepared and distributed by members of the Operator Improvement Section. Safety Education Representatives made 1367 presentations to 1152 schools providing 138 823 of Alberta's students with traffic safety information. Presentations were also made to 7555 people during 243 industrial and service group lectures. Members of the Operator Improvement Section are prepared to lecture on almost every traffic safety related topic but the most popular continue to be seat belt information, safe bicycling and school bus safety.

Safety Education Representatives took the traffic safety message to the public at 124 locations where displays on various traffic safety themes were held. The two "seat belt convincer" machines continued to travel throughout the province and approximately 13 402 Albertans had the opportunity to ride or observe the "convincers" in action.

During the year, the section completed work on, and printed a "Training Manual for Drivers of the Disabled." This comprehensive program was the first of its kind in North America and was well received within Alberta and generated many requests for the manuals from other jurisdictions. An air brake endorsement program was developed in co-operation with the trucking industry and Alberta Solicitor General's Motor Vehicles Division. Upon successful completion of the course administered by this section a truck driver is eligible for a "Q" (air brake) endorsement on his operator's licence.

School Bus Driver training continued to be a high priority for Operator Improvement staff. Fifty-three school bus driver seminars were attended and additional course manager orientations were held to increase the activity in the School Bus Driver Improvement Program.

In addition to providing information to larger groups, the Operator Improvement Section maintains a counselling program to which drivers over-involved in collisions or those referred by employers are counselled. The counsellors gave interviews to 288 such drivers with another 287 contacted by telephone. The purpose of their work is to assist these people in preventing future crashes and also to gain insight into the causes of collisions. This insight was then shared through, five school bus seminars, referrals of 17 school bus drivers and 21 driver instructor interviews.

Among the administrative functions of the section are the licensing and monitoring of the driver training industry. In 1984, 853 driving instructors and 105 driver training schools were licensed. Safety Education Representatives monitored 296 driver training school activities during the year.

The Driver Education Incentive Program provided trained driver certificates to 17 481 new drivers entitling them to an insurance premium reduction for having successfully completed the approved course of training for new drivers.

The close relationship with the driver training and student transportation industries that has developed over the years continued during the 1984/85 fiscal year. The annual Pupil Transportation Supervisors Workshop was attended by a record 73 supervisors. Thirty-four driver training school operators attended the annual workshop in February and the two Driver Training Instructor Workshops continued with 72 instructors in attendance.

The Operator Improvement Section continued to be involved with other government departments and outside agencies concerned with transportation safety such as the Health Curriculum Development Committee for junior high school students, Alberta Operation Lifesaver, approval of Defensive Driving Course Curricula for the Alberta Solicitor General's Department and Alberta Safety Council Committees.

PUBLIC COMMUNICATIONS BRANCH

**S. Holcomb
Director**

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The Public Communications Branch is responsible for providing public relations counsel and communications services to the various divisions in the department.

The branch plans, develops and implements public information and advertising campaigns sustaining departmental policies, programs and services. It is also the co-ordinating centre for department publications, news releases, audiovisual and display needs.

During the 1984/85 fiscal period, Public Communications activities comprised the planning of a winter/summer traffic safety awareness campaign, which involved a major school bus safety component; a public information campaign was developed to introduce new legislation announcing the need for children to be secured in safety seats while travelling in vehicles (this affects children up to five years of age or under 18 kilograms in weight and born after December 31, 1984); provincial airports were profiled through airport terminal building openings; as well as the launching of an advertising campaign pertaining to flagman safety/road construction projects and road ban notices.

Further development of various departmental displays with new supporting audiovisual and promotional material, including computer safety games and the new "Freeway" panda mascot and decals, continued to travel throughout the province telling the Alberta Transportation story. Major themes included traffic safety, a historical look at the department, Motor Transport Branch services and road building.

The Public Communications Branch took an active role in the co-ordination of conferences, conventions and world class exhibits with other government and nongovernment groups, provided assistance with internal communication matters and worked with individual staff in preparing supportive communications programs.